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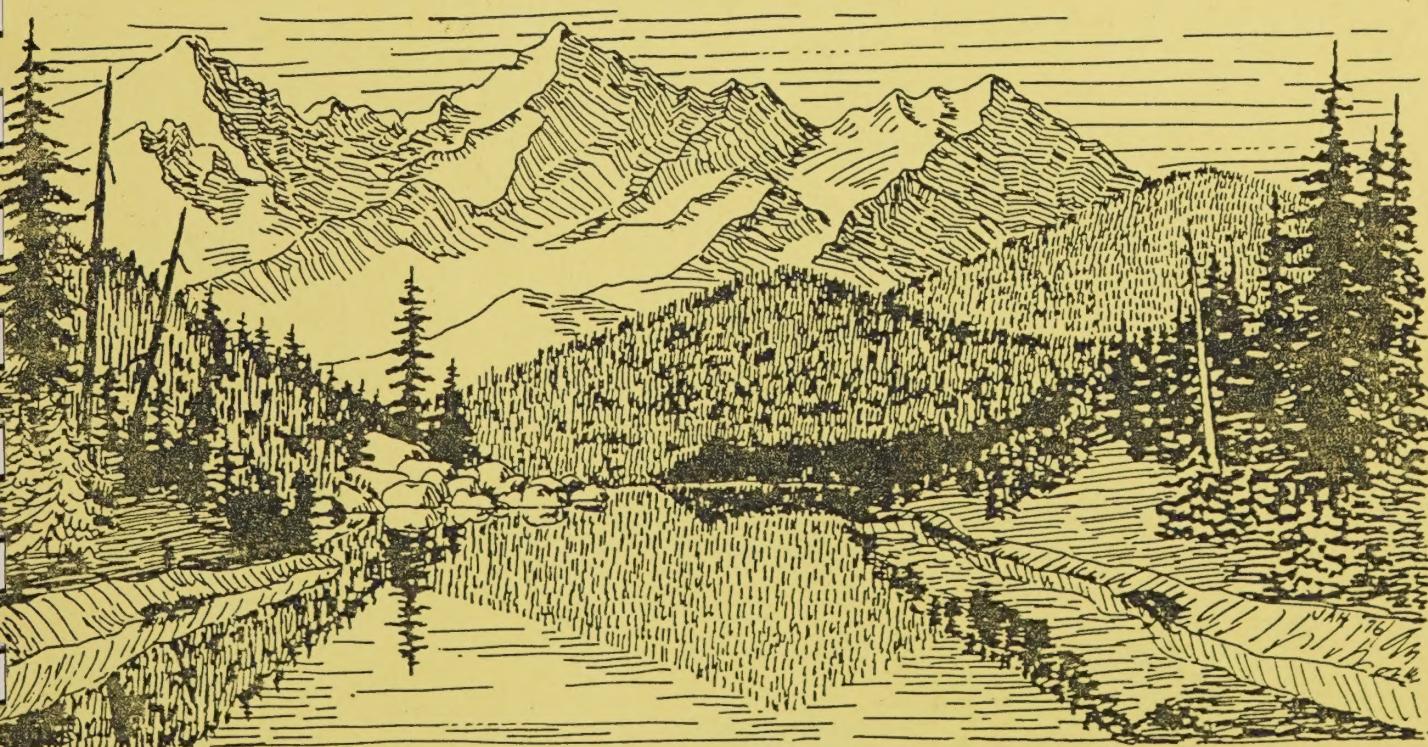
REGIONAL TRANSPORTATION PLAN

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TRINITY COUNTY

1994 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Trinity County Transportation Commission and Board of Supervisors has approved an Initial Study and Negative Declaration for this Plan; and

WHEREAS, the Board of Supervisors, after careful analysis, approved the Final Plan and the Final Transportation Plan and noticed and held the required public hearings and adopted this document as a sound and logical plan for the future transportation in Trinity County;

WHEREAS, the 1994 Regional Transportation Plan for Trinity County Transportation Commission and Board of Supervisors has been made as follows:

The Transportation Plan provides for a better, more efficient, more economical, more pleasant and safe and comfortable environment, more convenient with minimum disruption and future road hazards than

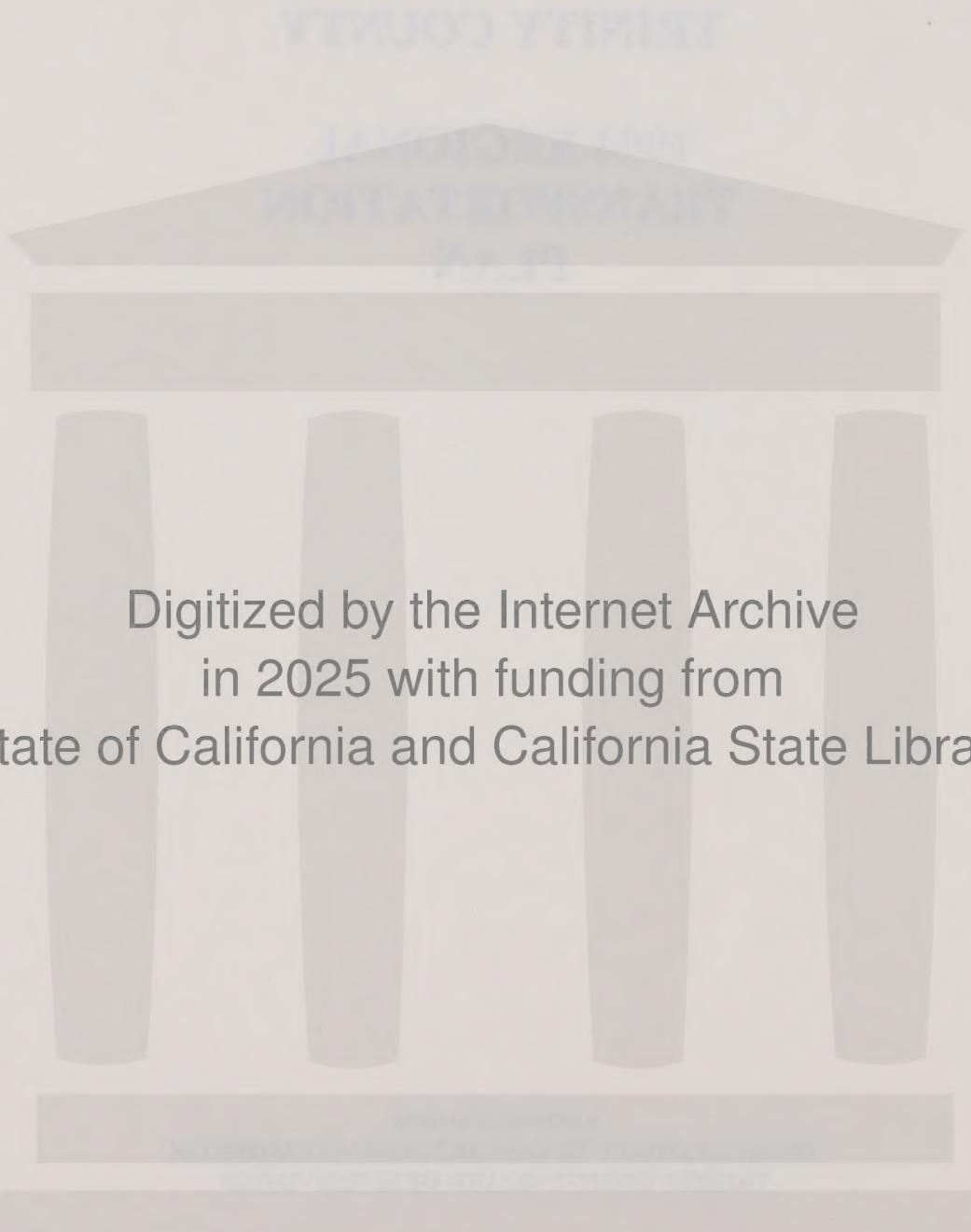
The Plan incorporates standards to provide for the transportation needs of Trinity County, including the following:

ADOPTED 4/18/95

TRINITY COUNTY TRANSPORTATION COMMISSION
TRINITY COUNTY BOARD OF SUPERVISORS

WHEREAS, the Board of Supervisors of Trinity County, the Trinity County Transportation Commission and the people of Trinity County, in the interest of safety and orderly growth, do hereby adopt the named Transportation Plan of the County of Trinity.

PREPARED BY
TRINITY COUNTY
PLANNING DEPARTMENT
P.O. BOX 2819
WEAVERVILLE, CA 96093



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RESOLUTION NO. 3-95(T)

**RESOLUTION ADOPTING THE 1994 REGIONAL
TRANSPORTATION PLAN AND APPROVING AMENDMENT TO THE
CIRCULATION AND SCENIC HIGHWAY ELEMENT OF THE
GENERAL PLAN OF TRINITY COUNTY**

WHEREAS, following careful study and the holding of public hearings, the Trinity County Planning Commission recommended to the Board of Supervisors the adoption of the Transportation Plan for Trinity County which updates and serves as the Regional Transportation Plan and the Circulation Element of the General Plan for the County of Trinity; and

WHEREAS, the Trinity County Transportation Commission and Board of Supervisors have approved an Initial Study and Negative Declaration for this RTP update; and

WHEREAS, this Board of Supervisors, after having carefully considered the General Plan and Regional Transportation Plan and noticed and held the required public hearings, finds that said plan provides a suitable and logical plan for the future development of Trinity County.

NOW, THEREFORE, BE IT RESOLVED that the Trinity County Transportation Commission and Board of Supervisors does hereby make the following findings:

The Transportation Plan provides for a balance between needed transportation developments and state and community development needs consistent with existing conditions and future needs insomuch that:

The Plan incorporates measures to provide for the transportation system necessary to accommodate future traffic demand.

An Initial Study and Negative Declaration has been prepared pursuant to CEQA and deemed sufficient for this Plan document;

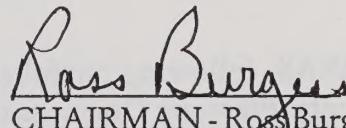
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Transportation Commission and the Board of Supervisors of the County of Trinity does hereby adopt the attached Transportation Plan for the County of Trinity.

PASSED AND ADOPTED by the Board of Supervisors and Transportation Commission of the County of Trinity, State of California, at a regular meeting of said Board held on the 18th day of April, 1995, by the following vote:

AYES: Supervisors Leffler, Plowman, Huddleston, Whitridge and Burgess.

NOES: None.

ABSENT: None.


Ross Burgess
CHAIRMAN - Ross Burgess
Trinity County Board
of Supervisors

ATTEST:

Dero B. Forslund

County Clerk and Ex-Officio Clerk of the
Board of Supervisors of the County of Trinity

By: Deace Miller
Deputy

RESOLUTION NO. 35-95

**RESOLUTION ADOPTING THE 1994 REGIONAL
TRANSPORTATION PLAN AND APPROVING AMENDMENT TO THE
CIRCULATION AND SCENIC HIGHWAY ELEMENT OF THE
GENERAL PLAN OF TRINITY COUNTY**

WHEREAS, following careful study and the holding of public hearings, the Trinity County Planning Commission recommended to the Board of Supervisors the adoption of the Transportation Plan for Trinity County which updates and serves as the Regional Transportation Plan and the Circulation Element of the General Plan for the County of Trinity; and

WHEREAS, the Trinity County Transportation Commission and Board of Supervisors have approved an Initial Study and Negative Declaration for this RTP update; and

WHEREAS, this Board of Supervisors, after having carefully considered the General Plan and Regional Transportation Plan and noticed and held the required public hearings, finds that said plan provides a suitable and logical plan for the future development of Trinity County.

NOW, THEREFORE, BE IT RESOLVED that the Trinity County Transportation Commission and Board of Supervisors does hereby make the following findings:

The Transportation Plan provides for a balance between needed transportation developments and state and community development needs consistent with existing conditions and future needs insomuch that:

The Plan incorporates measures to provide for the transportation system necessary to accommodate future traffic demand.

An Initial Study and Negative Declaration has been prepared pursuant to CEQA and deemed sufficient for this Plan document;

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Transportation Commission and the Board of Supervisors of the County of Trinity does hereby adopt the attached Transportation Plan for the County of Trinity.

PASSED AND ADOPTED by the Board of Supervisors and Transportation Commission of the County of Trinity, State of California, at a regular meeting of said Board held on the 18th day of April, 1995, by the following vote:

AYES: Supervisors Leffler, Plowman, Huddleston, Whitridge and Burgess.

NOES: None.

ABSENT: None.

Ross Burgess
CHAIRMAN - Ross Burgess
Trinity County Board
of Supervisors

ATTEST:

Dero B. Forslund
County Clerk and Ex-Officio Clerk of the
Board of Supervisors of the County of Trinity

By: Dero B. Forslund
Deputy

The foregoing is a correct copy of the
original instrument on file in this office.

Attest MAY 09 1995
DERO B. FORSLUND
COUNTY CLERK AND EX-OFFICIO CLERK
OF THE BOARD OF SUPERVISORS OF
THE COUNTY OF TRINITY, STATE OF
CALIFORNIA
BY Dero B. Forslund
DEPUTY

EXECUTIVE SUMMARY

The Circulation Element and Scenic Highways Element of the General Plan and the Regional Transportation Plan have been combined into a single document. Combination of these documents ensures consistency between State required transportation planning efforts. The combined documents are referred to as the Regional Transportation Plan (RTP).

The requirements for the development of a Circulation Element and Regional Transportation Plan are very similar. The Office of Planning and Research (OPR) has determined that 31 non-urbanized regional transportation agencies within California may adopt RTPs as their Circulation Elements provided that the agencies include discussions of all Circulation Element requirements.

Department of Finance population projections indicate Trinity County's 1994 population is 13,800 . The County ranks fifty-fourth in the State, population-wise. There are several modes of transportation available to residents of the County; however, the dominant mode is the automobile.

Government, timber management, light manufacturing and tourism industries are major employers in Trinity County. Transportation systems revenues for Trinity County have declined dramatically over the past ten years.

This plan evaluates seven transportation and related infra-structure systems. They seven areas of evaluation are:

- Transportation System Management
- Streets and Roads
- Public Transportation
- Non-motorized Facilities
- Aviation
- Goods Movement
- Environment

Each chapter of this plan takes into consideration four major elements; Assumptions and Issues (including long-range transportation assumptions); Goals, Objectives and Policies; Action Element; and Financial Element.

The Assumptions and Issues are developed to identify and document existing and future transportation needs and issues of both regional and statewide significance. This is necessary to facilitate the flow of project development at the earliest stages.

The Goals and Policies are developed to:

- Specifically guide the transportation programs of the Plan for a short-range, five-seven year time frame.
- Incorporate the goals and policies program for the General Plan Elements in updates.
- Incorporate long-range goals, policies and procedures directly into this Plan.

The Action Elements are:

Statements of the short-term (five-seven year) actions necessary to achieve the county transportation objectives. They describe the specific programs planned to carry out the policies identified. They include a list of capital improvement programs for State highways, and county roads; a listing of local government actions to develop and maintain public transit services; a plan to develop a regional bikeway system; a ten-year airport maintenance and capital improvement program; and a plan to identify potential scenic highways.

The plan includes a corridor for Highway 299 around Weaverville and new roads in the Weaverville area. Additional policies are included to expand the number of transit buses, miles of bicycle and pedestrian trails and treatment of scenic roadways. An airport relocation study for the Weaverville Airport will be completed in FY 1995/96 and could result in eventual relocation of the airport.

The attached table summarizes anticipated revenues for all transportation planning for the next seven years. Tables throughout the RTP provide breakdowns of revenue and expenditures.

An Initial Study and Negative Declaration were prepared for the RTP and is available for review at the County Planning Department.

ESTIMATE OF ANTICIPATED REVENUES
(\$1,000'S)

MODE/SOURCE	94/95	95/96	96/97	97/98	98/99	99/00	00/01	Total
TRINITY COUNTY DEPARTMENT OF TRANSPORTATION (TCDOT)								
County Roads (2104 & 2106)	1,230	1,235	1,240	1,245	1,250	1,255	1,260	8,715
SLTPP	129	117	72	110	UNK	UNK	UNK	428
State Match	100	100	100	100	100	100	100	700
Prop. 116	0	225	95	80	UNK	UNK	UNK	400
OES	11	155	50	UNK	UNK	UNK	UNK	216
Federal Forest Reserve	2,670	2,570	2,475	2,377	2,279	2,182	2,084	16,637
FEMA	34	525	150	UNK	UNK	UNK	UNK	709
STP Funds (Includes HES & Co. Exchange)	513	402#	402#	402#	402#	402#	402#	2,925
HBRR Funds	132	297	324	856	600	400	400	3,009
FHWA	70	1,095	200	UNK	UNK	UNK	UNK	1,365
TEA	88	572	UNK	UNK	UNK	UNK	UNK	660
BOR	62	65*	*	*	*	*	*	127
CDBG	325	UNK	UNK	UNK	UNK	UNK	UNK	325
AVIATION:								
Trinity County General Fund Match:	22 ⁽¹⁾ 2 ⁽²⁾	2 ⁽³⁾	8 ⁽⁴⁾		20 ⁽⁶⁾	250 ⁽⁵⁾		302 2
AIP	20 ⁽²⁾		135 ⁽⁴⁾			4,150 ⁽⁵⁾		4,305
Tri. County CAAP	50 255 ⁽¹⁾	50 25 ⁽³⁾	50 7 ⁽⁴⁾	50	50 200 ⁽⁶⁾	50 200 ⁽⁵⁾	50	350 657
Capital Improv Plan		36						36
TDA FUNDS:								
LTF	163	171	180	185	190	195	200	1,284
STA	13	13	13	13	13	13	13	91
Subtotal	5,859	7,655	5,501	5,418	5,104	9,197	4,509	43,243
CALTRANS:								
Maintenance	2,956	3,975	3,386	3,623	3,877	4,148	4,439	26,404
Capital (Incl. TEA)	751	7,612	0	0	6,606	0	0	14,969
Subtotal	3,707	11,587	3,386	3,623	10,483	4,148	4,439	41,373
GRAND TOTAL	9,566	19,242	8,887	9,041	15,587	13,345	8,948	84,616

* Up to 2 projects per year.
 # County Exchange of \$252, and up to \$300 each 2-year cycle for HES.
 (1) Trinity Center Airport Taxiway Grant (CAAP)
 (2) Master Plan (AIP)
 (3) Hayfork Obstruction Removal Grant (AIP)
 (4) Weaverville Airport Site Selection Study Grant (AIP)
 (5) Weaverville Airport Relocation Grant (AIP)
 (6) Trinity Center Runway Overlay (CAAP)

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Appendices

Level of Service

Proposed Road Classifications- 2010

GUIDE TO ABBREVIATIONS

AASHTO

- American Association of State Highways and Transportation Officials
- AIP - Airport Improvement Program
- ARB - Air Resources Board
- BLA - Bicycle Lane Account
- BLM - Bureau of Land Management
- BOR - Bureau of Reclamation
- CAAP - California Aid to Airport Program
- CDA - California Department of Aging
- CDBG - California Development Block Grant
- CTC - California Transportation Commission
- CTSA - Consolidated Transportation Service Agency
- EIR - Environmental Impact Report
- FAP - Federal Aid Primary
- FAS - Federal Aid Secondary
- FEMA - Federal Emergency Management Agency
- FHWA - Federal Highway Administration
- FY - Fiscal Year
- HBRR - Highway Bridge Repair and Replacement
- HES - Hazard Elimination Safety
- ISTEA - Inter-modal Surface Transportation Efficiency Act
- LOS - Level of Service
- LTF - Local Transportation Fund
- MOU - Memorandum of Understanding
- OES - Office of Emergency Services
- PSR - Project Study Report
- RTIP - Regional Transportation Improvement Program
- RTP - Regional Transportation Plan
- RTPA - Regional Transportation Planning Agency
- SEIR - Supplemental Environmental Impact Report
- SHOPP - State Highway Operation Protection Program
- SLTPP - State Local Transportation Partnership Program
- SR - State Route
- STA - State Transit Assistance Fund
- STIP - State Transportation Improvement Program
- STP- - Surface Transportation Program
- TCTC - Trinity County Transportation Commission
- TDA - Transportation Development Act
- TEA - Transportation Enhancement Act
- TIP - Transportation Improvement Program
- TPSIS - Transportation Planning Support Information System
- TSM - Transportation Systems Management
- UMTA - Urban Mass Transportation Act
- US - United States

CHAPTER 1. PLAN FOUNDATION

1. INTRODUCTION

The Circulation Element and Scenic Highways Element of the General Plan and the Regional Transportation Plan have been combined into a single document. Combination of these documents ensures consistency between State required transportation planning efforts. The combined documents are referred to as the Regional Transportation Plan (RTP) in the remainder of this document.

A. Legal Foundation

The requirements for the development of a Circulation Element and Regional Transportation Plan are very similar. The Office of Planning and Research (OPR) has determined that 31 non-urbanized regional transportation agencies within California may adopt RTPs as their Circulation Elements provided that the agencies include discussions of all Circulation Element requirements.

Trinity County Transportation Commission (TCTC), as the transportation planning agency for Trinity County, adopted a revised Regional Transportation Plan in 1986 (originally adopted 1975). Since Trinity County is identified as a "non-urbanized region" (OPR letter January 8, 1981) the county will utilize the RTP and subsequent updates as the Circulation Element of the General Plan.

This update to the Transportation Plan has been prepared and adopted in accordance with the following statutes:

- Regional Transportation Plan requirements as specified by Government Code Title 7, Chapter 2.5, Section 65080 - 65082 and Section 65300;
- Circulation General Plan Requirements as specified by Government Code Title 7, Chapter 2.5, Section 65300 - 65302;
- Scenic Highway General Plan Requirement as specified by Government Code Title 7, Chapter 2.5, Section 65303.

B. Planning Process

In Trinity County the Board of Supervisors serves as the Trinity County Transportation Commission. It is this identical composition of both bodies that allows for the combination of the RTP and Circulation Element into one document.

TCTC biennially (in even-numbered years) submits an updated Regional Transportation Plan to the California Transportation Commission and the

California Department of Transportation. The County utilizes this process to update the Circulation Element as well.

The EIR for the Trinity County Regional Transportation Plan was adopted by the Transportation Commission in 1975 (SCH #74121691). The EIR examined the general socioeconomic and natural impacts created by the Transportation Plan, and is an integral part of the plan. A supplement to the EIR (SEIR) was prepared in conjunction with this update as well as the 1988 update (SCH#89011701). Environmental issues that differ from the 1988 SEIR are addressed in the Negative Declaration prepared for this update. The 1975 EIR, 1988 SEIR the the 1994 Negative Declaration for this plan is available at the county Planning Department.

C. Work Programs

On an annual basis, TCTC develops a detailed work program identifying resources, staffing responsibility, authority, operating procedures, etc., for carrying out the planning effects addressed in this plan.

Work programs are reviewed and State-supported tasks are approved by the Department of Transportation. Work programs may be amended at any time subject to the Department's approval. Any amendments which require additional State funding must have the Secretary's approval.

D. Planning Process Participants

The planning of the County transportation system is accomplished through the coordination of various agencies, advisory committees, and the public. The planning process participants include:

County Board of Supervisors
Trinity County Transportation Commission
County Planning Commission
Airport Advisory Committee
Airport Land Use Commission
Policy Advisory Committee
Technical Advisory Committee
Social Services Transit Advisory Committee
Community Advisory Committees

E. Legislative Actions and Relationship To Transportation Planning And System Management

Congress, the state Legislature and voters have enacted several measures that affect transportation management programs. Statutes pertaining to Trinity County are:

Inter-modal Surface Transportation Efficiency Act (ISTEA)- A federal law passed in 1991 requiring greater local participation in transportation decision making and establishes mandatory planning analysis elements for transportation improvements and makes grant funding available for qualified projects.

Clean Air and Transportation Improvement Act (Proposition 116)- This act, passed in 1990, allocated state funds to expand multi-modal facilities, purchase transit vehicles and construct bicycle and pedestrian improvement projects.

Senate Constitutional Amendment #1 (Proposition 111)- In 1990 California voters approved this proposition implementing the following state policies:

- Increased fuel and vehicle taxes
- Excluded Proposition 13 spending limits on qualified capital outlay projects
- Changed the method to calculate funding for school programs resulting from state budget revenue excesses.

SB 300 and AB 471- Revenue Enhancement and Program Reform-

These acts passed by the state Legislature in 1990 resulted in the following changes:

- Limits the STIP in rural counties to Flexible Congestion Relief and Inter-regional Road System projects
- Requires preparation of four year Highway System Operation and Protection Plan (HSOPP) for major capital outlay improvements not included in the STIP
- Requires a 7 year RTIP for state highway programming
- Requires the RTP to be adopted in December of even numbered years
- Requires the RTIP to be prepared biennially by December 1 of each odd-numbered year.

2. TRANSPORTATION PROGRAMMING PROCESS

Each chapter of this plan takes into consideration four major elements; Assumptions and Issues (including long-range transportation assumptions); Goals, Objectives and Policies; Action Element; and Financial Element.

The Assumptions and Issues are developed to identify and document existing and future transportation needs and issues of both regional and statewide significance. This is necessary to facilitate the flow of project development at the earliest stages.

The Goals and Policies are developed to:

- Specifically guide the transportation programs of the Plan for a short-range, five-seven year time frame.
- Incorporate the goals and policies program for the General Plan Elements in updates.
- Incorporate long-range goals, policies and procedures directly into this Plan.

The Action Elements are:

Statements of the short-term (five-seven year) actions necessary to achieve the county transportation objectives. They describe the specific programs planned to carry out the policies identified, and includes a list of capital improvement programs for State highways, and county roads; a listing of local government actions to develop and maintain public transit services; a plan to develop a regional bikeway system; a ten-year airport maintenance and capital improvement program; and a plan to identify potential scenic highways. This section describes capital improvements, operational commitments and administrative support for each mode of transportation and the government entity responsible for specific projects.

The Financial Elements include:

A 5-10 year estimate of anticipated revenues and expenditures to fund projects identified in the action element. In Trinity County revenues are available for transportation purposes from federal subventions, California state motor vehicle fees and related taxes. The bulk of the revenue comes from federal and state sources.

For purposes of allocating expenditures, the counties of the state have been legislatively divided into northern and southern groups. The northern most 45 counties receive 40 percent of State transportation expenditures. Seventy percent of state funds allocated to the northern counties is distributed based on the following formula:

- 75 percent on population of the county to total population of the group
- 25 percent on State highway miles in the county relative to the total state highway miles in the group of counties.

3. REGIONAL TRANSPORTATION GOAL

The Board of Supervisors and Transportation Commission updates the goals, objectives and policies for the Transportation Plan and develops new ones when they are needed. This allows them to determine the course of action to be taken, the levels of achievement desired and the anticipated solutions. the TCTC has adopted the following Overall Regional Transportation Goal:

A. Overall Regional Transportation Goal

To provide an effective, balanced and coordinated transportation system, at reasonable costs, consistent with socioeconomic and environmental needs within the county.

In addition, the following standards of review were developed to serve as a guide for future transportation priorities decisions:

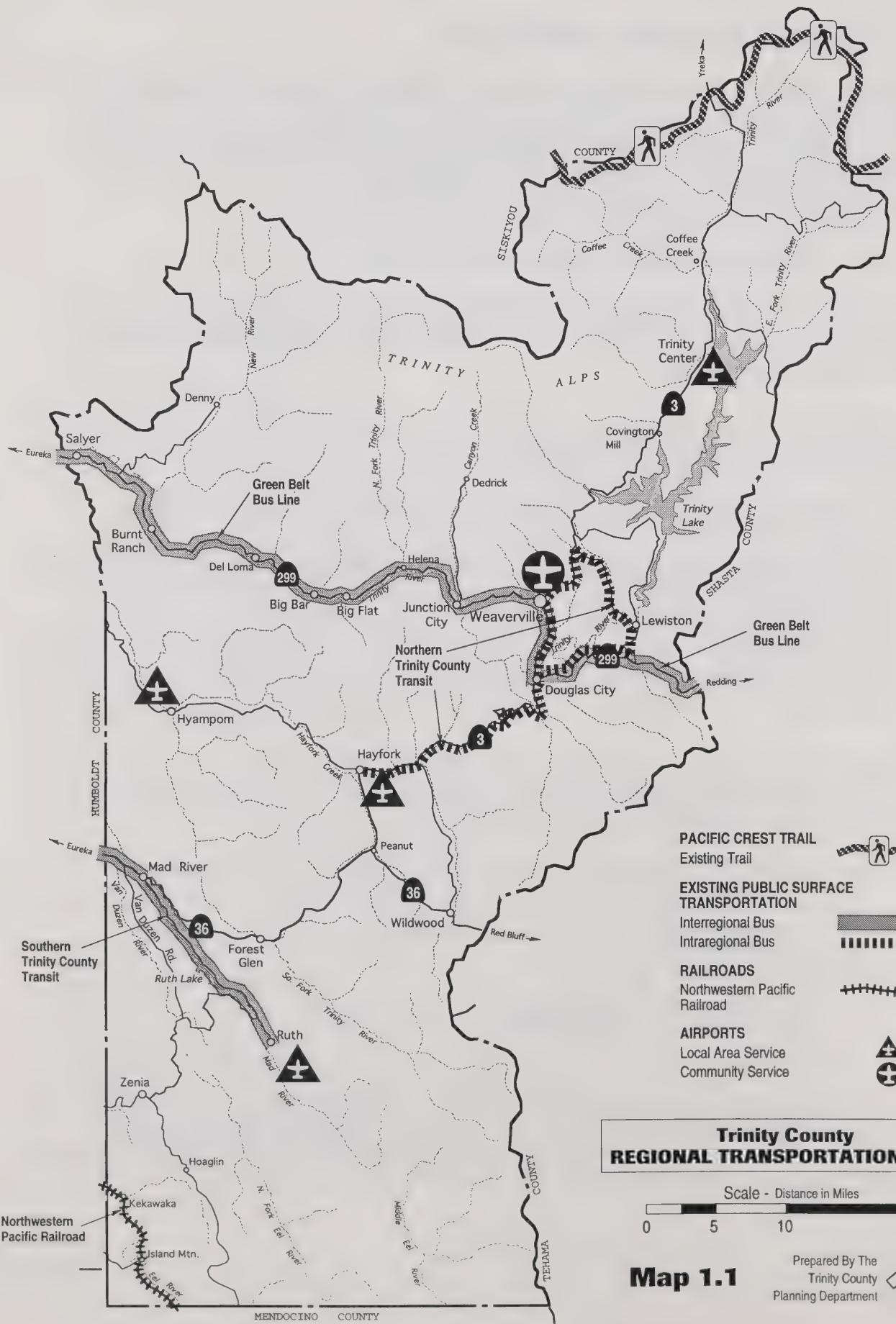
- All transportation decisions must consider the safety of Trinity County's travelers
- All transportation decisions must be based on reasonable solutions to problems
- All transportation decisions must consider the rural character of the County
- Street patterns must have a functional relation to land use
- New streets must be designed for anticipated traffic volumes and weight loads
- Cooperation and coordination between the county, state and federal agencies is essential for the development of effective transportation system management.

Long-range project-level programming is difficult for rural regions such as Trinity County. Future directions in the transportation system can, however, be guided through the short-range policies and planned actions of this Plan.

Each year an Overall Work Program (OWP) is developed to insure that the Transportation Plan is implemented. The Transportation Commission will review this program to insure that the specific work tasks identified in the program implement the Transportation Plan.

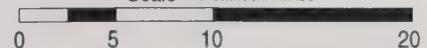
B. Emphasis on Multi-Modal Transportation

Trinity County Transportation Commission has chosen to emphasize multi-modal transportation as the basis for planning transportation facilities and systems in the County. Individual projects, whether for road improvement, transit service expansion or construction of pedestrian and bicycle paths, are compared based upon the relative costs and benefits of the projects.



**Trinity County
REGIONAL TRANSPORTATION PLAN**

Scale - Distance in Miles



Map 1.1

Prepared By The
Trinity County
Planning Department



CHAPTER 2. BACKGROUND

1. REGIONAL SETTING

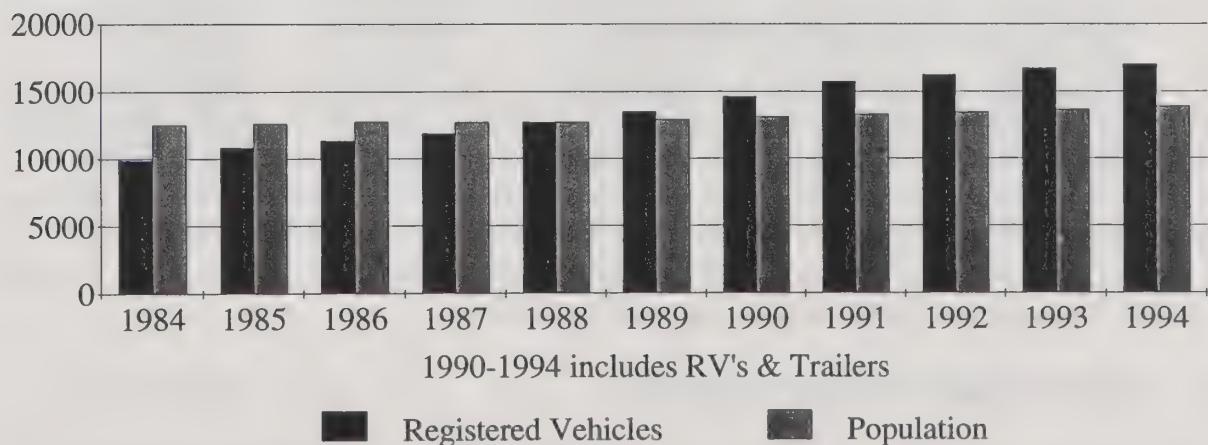
Trinity County lies in the northwestern portion of California, bounded by the following counties: north- Siskiyou County, west- Humboldt County, south- Mendocino County and east- Tehama and Shasta Counties. There are 3,191 square miles in the County of which 28 percent is held in private ownership. The balance is public land managed by the State and Federal Government. There are no incorporated cities in the County. The county is, for all practical purposes, mountainous.

2. POPULATION

Department of Finance population projections indicate Trinity County's 1994 population is approximately 13,800 and the County ranks fifty-fourth in the State, population-wise. Population centers are Weaverville, Lewiston and Hayfork. Smaller communities include Douglas City, Trinity Center, Coffee Creek, Salyer, Burnt Ranch, Del Loma, Big Bar, Hyampom, Junction City, Ruth, and Zenia.

Figure 2.1 Vehicles and Population

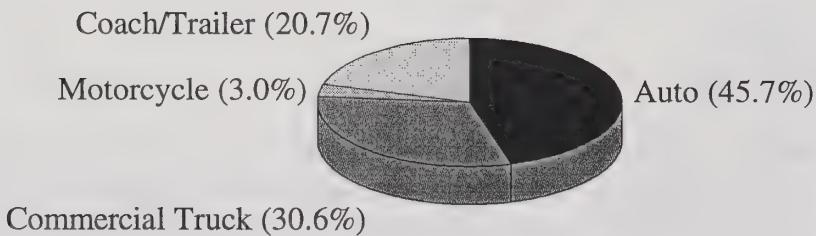
Trinity County



There are several modes of transportation available to residents of the County; however, the dominant mode is the automobile. The number of licensed vehicles has increased at a rate greater than the general population growth (**Figure 2.1**). Currently there are 16,972 licensed motor vehicles (**Figure 2.2**) and 2,209 miles of public roads (refer to Chapter 4). The increase in registered vehicles over time is probably related to changes in state law requiring registration of non-operational vehicles and stricter penalties for failing to register vehicles.

Vehicles travel an average of 380,000 miles daily upon the public roads in the County. The functional classification map in this plan illustrates the types of facilities on the State Highway System within the County.

**Figure 2.2 Registered Vehicle 1994
Trinity County**



(Source: DMV, 1994)

3. ECONOMY AND EMPLOYMENT

Government, timber management, light manufacturing and tourism industries are major employers in Trinity County. Statistics compiled by the Employment Development Department for the past 10 years indicate a fluctuating employment base. The 1994 unemployment rate ranged from a high of 22.2 in February to a low of 10.8 in August. The annual average unemployment rate for the county has risen from 12.2 percent in 1990 to 15.7 percent in 1993.

4. TRANSPORTATION FINANCING

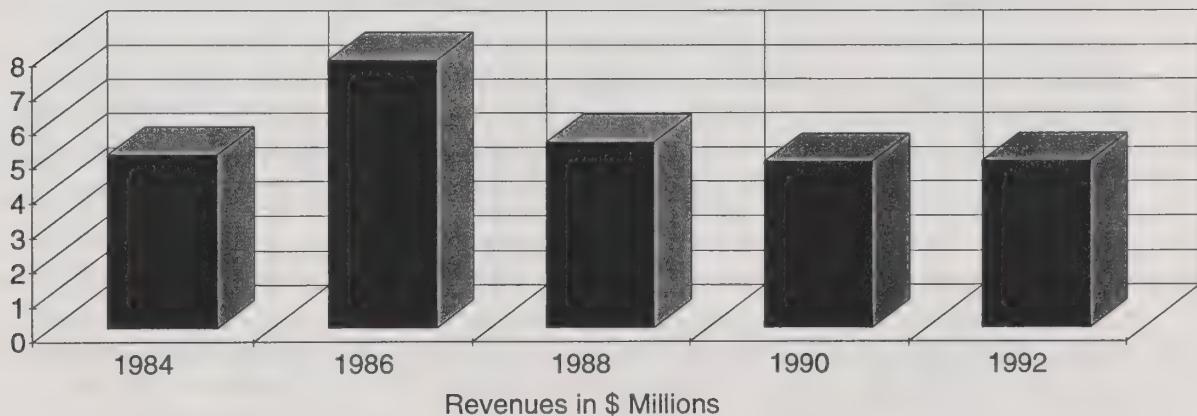
Transportation systems revenues for Trinity County have declined dramatically over the past ten years (**Figure 2.3**). Reductions in revenue returned to the County from national forest timber sales is anticipated as the result of reduced federal timber sale activity levels. Past years reductions of timber sale harvest volume has been partially offset by increased stumpage values for timber sold.

Proposition 111 revenues will offset some of the decline in timber revenues for county roads. Higher gas taxes contained in the proposition will result in an highway projects will also be funded by these gas taxes. Proposition 116 (Clean Air Act) funds for bicycle, transit and rail projects will supplement existing TDA projects throughout the county. The expected revenue for the county from

Proposition 116 will be approximately \$609,000 over an eight year period (1992-2000). However, portions of this funding may be diverted by the California Transportation Commission to fund retrofitting of transportation structures damaged by the 1989 Loma Priata and 1992 Northridge earthquakes. In addition, failure of the 1994 rail bond measures by California voters has resulted in reduced revenue to street and road projects while mandated funding for rail systems as required in the originally approved rail bond (Proposition 118) has continued.

The **Inter-modal Surface Transportation Efficiency Act (ISTEA, 1991)**, emphasizes transit, non-motorized and rail transportation projects as well as more traditional highway improvements. Funding levels for transit and non-motorized projects have increased slightly as a result of this Act and coordination between federal, state and local transportation agencies has increased.

**Figure 2.3 Transportation Revenues
For County Projects (Millions)**



5. LAND USE

Community Plans have been prepared for Weaverville (1990), Douglas City/Junction City (1989) and Lewiston (1986). A Community Plan for the Hayfork Valley will be completed in 1995. All other areas of the County are managed under the policies of the General Plan updated in 1988.

Review of building permit activity (1987-1993) indicates that the county has been experiencing a slow to moderate increase in housing stock, averaging 107 new dwelling units per year, including 1 or 2 duplex or multiple dwelling units. This development is generally spread throughout the county. Significant traffic generators constructed during that period included an industrial park, 60 unit motel, and 26 and 38 unit apartment complexes within the Weaverville area.

Lewiston has also had additional traffic generating projects including a 12 unit motel, mini-mart and small industrial park. Throughout the remainder of the County, new construction has consisted, primarily, of single unit and duplex dwellings. Existing roads and streets are capable of accommodating existing traffic levels, except along Highway 299 in downtown Weaverville where peak hour traffic can result in minor delays in turning movements onto and off of Highway 299 between Washington Street and Forest Avenue.

6. GENERAL ASSUMPTIONS AND ISSUES

Assumption #1- Population Growth- The California Department of Finance projects the population to increase from a 1990 population of 13,100 to 17,000 by 2010. The majority of this population growth will occur within and adjacent to the larger communities. Improvements to Highway 299 could increase the area's attraction as a "bedroom" community to the more urban Sacramento Valley and increase growth in Lewiston, Douglas City and Weaverville.

Assumption #2- Economic Base- Trinity County will continue to rely on government, forest-related industries and recreation as its economic base while working to expand small industrial uses retain existing industry and attract new businesses. Declines in timber related industries will continue over the next 5-10 years. Tourism is expected to continue to grow steadily for the foreseeable future, becoming the nation's largest retail industry by the year 2000. Trinity County can expect increased tourist growth as well. Economic and other factors at the state and national level will tend to have the most significant effect on local employment. A high quality surface transportation system will continue to be an important contributor to the county's economic future.

CHAPTER 3. TRANSPORTATION SYSTEM MANAGEMENT

1. BACKGROUND

A. Existing Facilities and Services

This chapter describes possible actions to maximize the efficiency of existing transportation facilities and systems. TSM strategies are particularly advantageous in that single actions often result in multiple benefits.

Transportation system management actions stress low capital measures, which can be implemented by using good management practices. The goals and policies covered by TSM all relate to efficient management of existing transportation facilities and prudent use of financial resources, including maintenance of existing facilities, provision for adequate pedestrian paths and public transportation for those who need it. TSM strategies are particularly advantageous in that single actions often result in multiple benefits.

B. Status of Projects From Previous Plan

The Transportation Commission annually approves an Overall Work Program that sets forth detailed work programs, identifying resources, staffing responsibility, authority, operating procedures necessary to implement the RTP and related transportation.

C. Future Facilities and Services

Existing management practices will continue in the foreseeable future and where necessary can be modified to improve overall efficiency. Measures to alleviate road congestion at key locations and promote greater vehicle and pedestrian safety include traffic engineering solutions and adequate highway maintenance. The primary objective of reducing congestion is to increase road capacity without expansion; secondary benefits are reduced energy consumption and maintenance of acceptable air quality.

Public transit usage can be increased by coordination of public and social service transportation and procurement of accessible vehicles to encourage use by handicapped and elderly persons.

Car and van pools are difficult to coordinate in rural areas, but once organized, often provide greater benefits to the participants than would be possible in a metropolitan area. The long distances traveled result in increased energy saving. Park-and-ride areas can be considered a TSM strategy if they utilize fringe parking.

2. ASSUMPTIONS AND ISSUES

Assumption #1- Land Use- Transportation system expansion will be tied to land use and changes in traffic patterns. Mechanisms will be developed to link state highway expansion and community development to minimize adverse impacts to the overall transportation system.

Issue #1- Economic Resources- The overall transportation system represents enormous capital outlay and requires careful planning and efficient use of revenues to maintain and enhance services and facilities.

Issue #2- Level of Service- Growth and demand of transportation services will affect levels of service for all facets of transportation services.

Issue #3- Increased Administrative Costs- Passage of the Inter-modal Surface Transportation Efficiency Act has increased administrative costs for nearly all transportation projects.

3. GOALS, OBJECTIVES AND POLICIES

Goal 3.1- Maintain and upgrade the existing transportation system to prevent costly deterioration and to ensure that efficiency of the system does not decline.

Objective 3.1.1- Use available funds for programs which ensure the most efficient use of existing facilities.

Policy 3.1.1.A.- Give highest priority to maintenance and protection of existing facilities.

Policy 3.1.1.B.- Examine low-cost alternatives rather than approving costly expansions.

Policy 3.1.1.C.- Support land uses and planning that minimizes potential damage to the current roadway systems.

Goal 3.2- Maintain air quality and conserve energy.

Objective 3.2.1- Encourage multi-passenger vehicle use and other forms of energy-conserving transportation.

Policy 3.2.1.A.- Encourage public transit systems, van pools and car pools.

Policy 3.2.1.B.- Acquire public transit vehicles to maintain an efficient and effective public transit system.

Objective 3.2.2 Encourage non-motorized systems of transportation

Policy 3.2.2.A.- Encourage residents to walk and use bicycles.

Goal 3.3- Increase mobility and reduce travel time within the County and with adjacent regions.

Objective 3.3.1- Development of a system of high standard collector and arterial roads to reduce travel time and improve traffic safety within the county, as well as connectors with other regions.

Policy 3.3.1.A- Correct deficiencies in major collector and arterial roads.

Policy 3.3.1.B.- Provide for surfaced, all weather roads and streets where year-round public service is needed for education, mail, medical, fire protection, law enforcement and cultural activities.

4. FIVE YEAR ACTION ELEMENT

**Table 3.1 Transportation System Management
Anticipated Expenditures (in \$1,000's)**

	94/95	95/96	96/97	97/98	98/99	TOTAL
Administration (TCTC)	45	55	51	51	50	252

* Most TSM projects are part of other Elements of this plan

5. FINANCIAL ELEMENT

**Table 3.2 Transportation System Management
Anticipated Revenues (in \$1,000's)**

	94/95	95/96	96/97	97/98	98/99	TOTAL
Local Trans Fund	28	28	31	31	29	147
State Subvention Funds	17	27	20	20	21	105
TOTAL	45	55	51	51	50	252

* Most TSM projects are part of other Elements of this plan

CHAPTER 4. STREETS AND HIGHWAYS

1. BACKGROUND

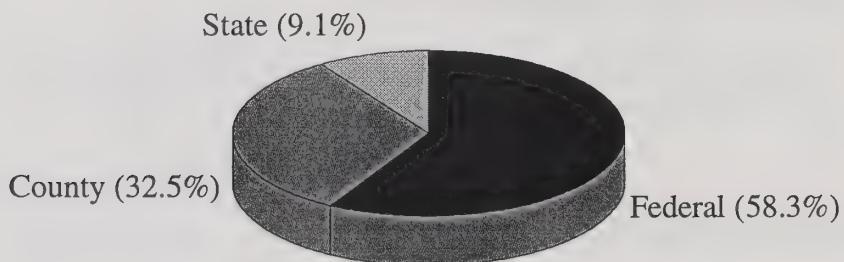
A. Existing Facilities and Services

An adequate, well-maintained system of streets and highways is an essential element of any region. It sustains industry, links communities and enhances the quality of life for residents while encouraging visitors to come to the area.

Trinity County is served by three state Highways: 3, 36 and 299. Within the county, there are 2,209 miles of public roads under national, state and county jurisdiction as follows: National- 1,288 miles; State- 202 miles and County- 718 miles (see **Figure 4.1**). Annual vehicle miles of travel is estimated to be 26 million miles on County roads and 113 million on State highways (refer to Map 4.1 for functional classification of existing roads).

Figure 4.1 Roads By Jurisdiction

Trinity County



Source: Dept of Trans, Travel & Fuel Forecast-1992

Based on traffic monitoring vehicle use appears to be increasing county wide (refer to **TABLE4.1** and **Figures 4.2-4.4**). However, only Highway 299 and connector roads in the downtown portion of Weaverville experience significant traffic congestion, and this is limited to peak hour periods.

TABLE4.1 Five Year Changes in Traffic Rates For County Roads and State Highways (1987-1992)

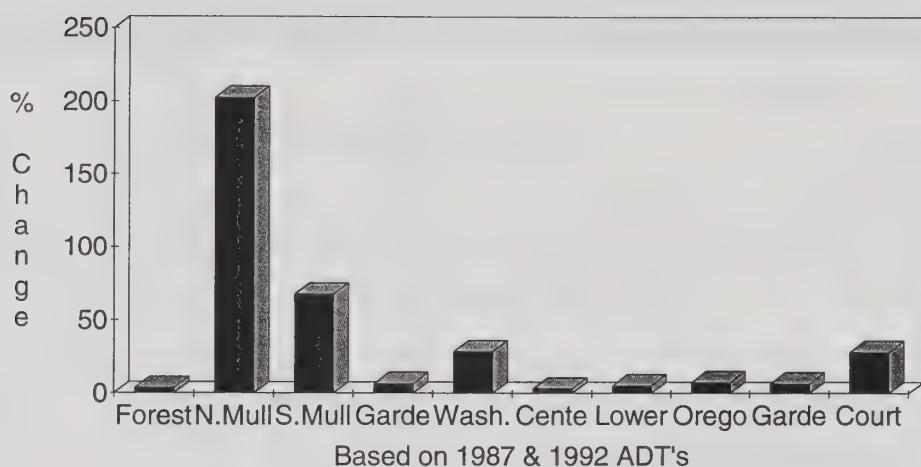
County Roads	1987 ADT	1992 ADT	% CHANGE
Weaverville			
Forest	2181	2261	4
Mulligan (north end)	70	212	203
Mulligan (south end)	335	562	68
Garden	1172	1249	7
Washington	2163	2780	29
Center	626	646	3
Mill St (lower)	281	296	5
Oregon	1467	1575	7
Garden	1172	1249	7
Court	904	1159	28
Junction City/Trinity Center/S. Trinity			
Canyon Creek	183	159	-13
Dutch Creek	148	177	20
Red Hill	283	634	124
Mary	438	653	49
Van Duzen	450	601	34
Ruth-Zenia	206	191	-7
Hayfork			
Bridge	1375	1704	24
Oak	1875	2107	12
Wildwood	212	265	25
Tule	876	1129	29
School	253	275	9
Morgan	815	819	0
State Highways			
Highway 3			
Junction Morgan Hill Road	1150	950	-17
Hayfork	2850	2300	-19
Junction 299 (Douglas City)	1400	1500	7
Junction Hwy 299 (Weaverville)	3350	4750	42
Trinity Center	560	600	7
Highway 36			
Forest Glen Maintenance	270	320	19
Junction Highway 3	170	260	53
Junction Platina Road (Shasta County)	260	290	12
Highway 299			
Salyer	2350	3050	30
Weaverville (at Highway 3)	8200	11200	37
Junction with Lewiston Rd	2100	2800	33

*- Based on seasonal (spring) traffic counts. Annual average daily traffic rate may vary.

** annual average daily traffic rates

Figure 4.2 Traffic Levels

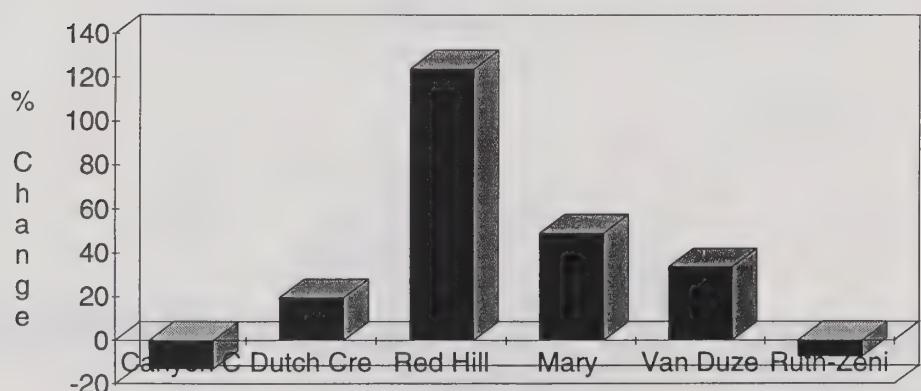
Weaverville Area



Based on 1987 & 1992 ADT's

Figure 4.3 Traffic Levels

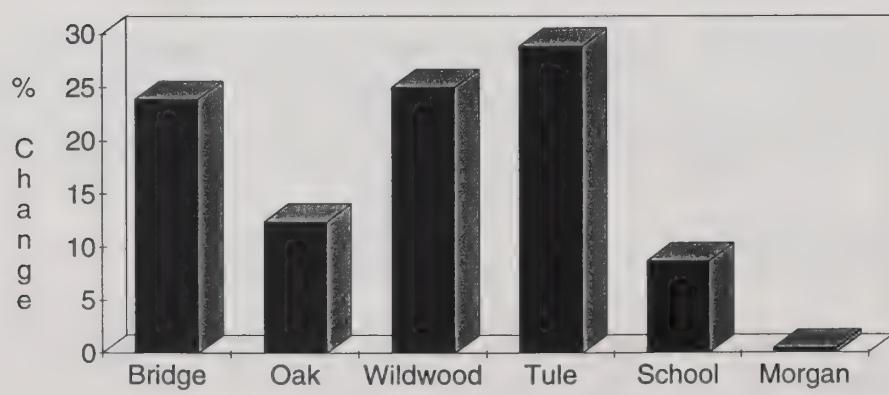
Junction City/Trinity Center/S.Trinity



Based on 1987 & 1992 ADT's

Figure 4.4 Traffic Levels

Hayfork Area



Based on 1987 & 1992 ADT's

Five existing intersections of County roads and Highway 299 could have traffic signals installed to improve traffic flow onto the highway. During non-peak periods traffic levels are not a problem. The five affected intersections are:

- Forest Avenue/Garden Gulch and Highway 299
- Highway 3 and 299
- Oregon Street and Highway 299
- Center Street and Highway 299
- Washington Street and Highway 299

Caltrans has identified Highway 299 as the most important east-west corridor in the northern part of the state. The portion of Highway 299 from Eureka to Redding, along with Route 44 and portions of Routes 36 and 395 make up the proposed National Highway System designated corridor from Arcata to Reno, Nevada. This segment is also part of the 1990 Interregional Road System (IRRS) Plan, as well as being included in the State's freeway and expressway system.

Implementation of federally mandated barrier striping on state highways in 1988 resulted in severely restricted passing opportunities. Only three passing lanes exist (two eastbound, one westbound) on Highway 299 between Willow Creek and Douglas City, a stretch of 65 miles. The gap between passing lanes for eastbound traffic is 42 miles (Trinity Village to Oregon Mountain). For west bound traffic there is a 52-mile gap between passing lanes (Oregon Mountain to Willow Creek). Similar restrictions limit passing opportunities on Highway 3 from Douglas City to Hayfork and from Slate Creek to Trinity Center.

B. Status of Previous Projects

State Routes

The 1992 Regional Transportation Plan proposed four projects for construction during the 1992/93 to 1995/96 period. The status of those projects are listed below.

Hwy 36 Nr Forest Glen at .2 mi. east upper Rattle-snake Bridge #5-73	Bench cut slope and rock fence	completed
Hwy 36 PM 3.6-12.6 Mad River Bdg to 0.7 mi east of South Fork Mtn.	Realign & widen	to be completed 95/96
Nr Weaverville from 1.9 mi. west to 0.9 mi. east of RTE 3	Structural Repair	FY 94/95
Douglas City Roadside Rest Area	Pavement Rehab.	completed

County Roads

STRUCTURE IMPROVEMENTS

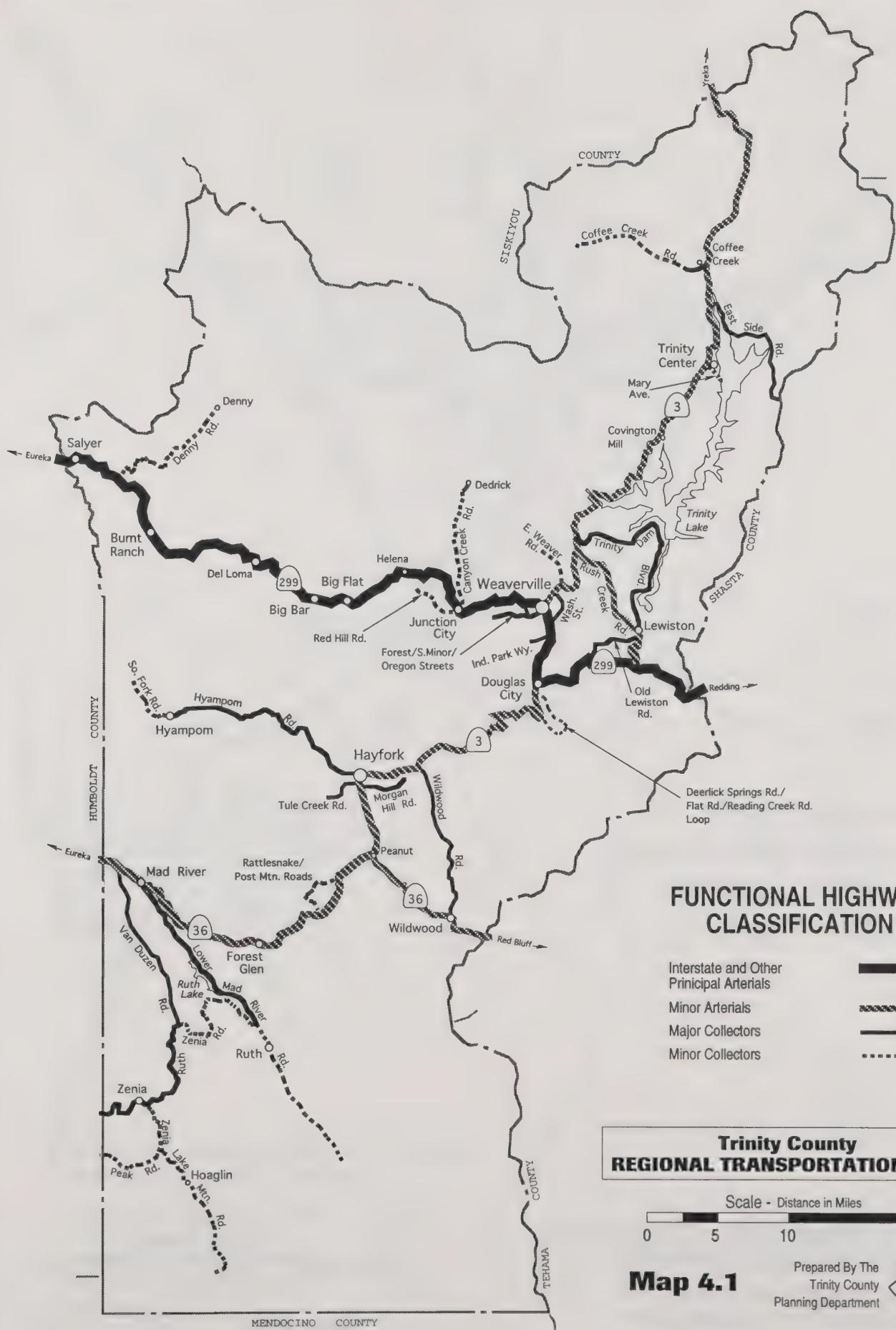
Weaverville Office reroof	Completed
Weaverville Office remodel	Under construction
Lewiston Shop surfacing & fencing	Under construction
Weaverville Shop drainage	Under construction

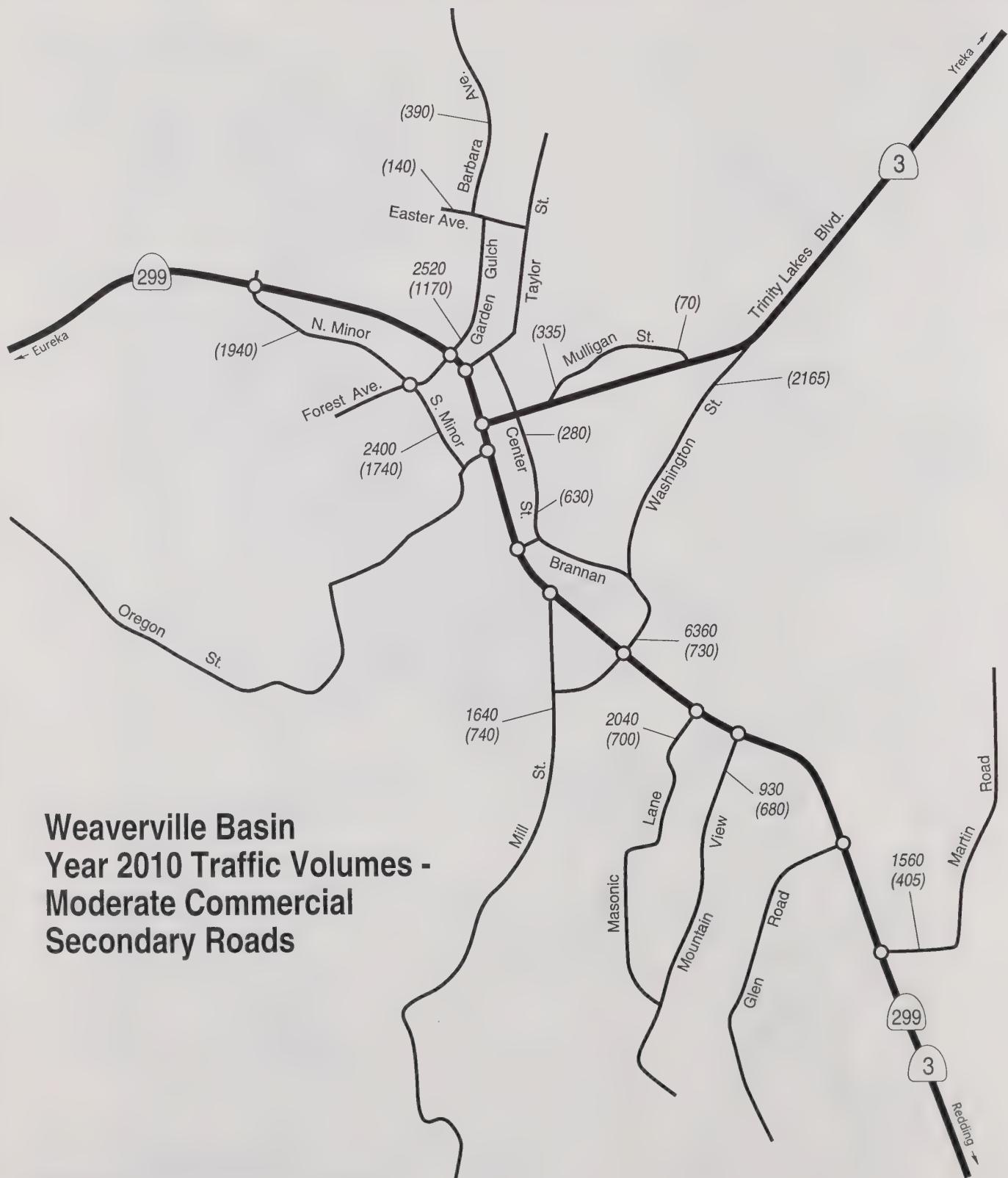
BRIDGE IMPROVEMENTS

Ramshorn Creek Br. #5C-60 - New bridge	Completed
Trinity River Br. #5C-119 - Deck Seal	Completed
Hayfork Creek Br. #5C-67 - Deck Seal	Completed
Big Creek Br. #5C-133 - Deck Seal	Completed
Mad River Br. #5C-62 - Deck Seal	Completed
Trinity River Br. #5C-59 - Rehab/open grid deck	Under construction
Big Creek Br. #5C-123 - Rehab w/STL deck	Completed
Canyon Creek Br. #5C-49 - Rehab w/ grid deck	Under construction
Butter Creek Br. #5C-37 - Rehab w/STL deck	Under construction

ROAD PROJECTS

Annual Striping	On-going
Rush Creek Rd (Disney Slide) Geotechnical Inv.	Under construction
Browns Mountain Rd (6.6-7.2) Reconstruction	Completed
South Minor St. overlay	Completed
Forest Ave. overlay	Completed
Hanover/Creath St. overlay	Completed
Industrial Park Ave. sidewalk/drainage	Completed
Smith St. overlay	Completed
Brooktree Way overlay	Completed
Millview Dr. (0.0-1.3) Reconstruct	Completed
Underwood Mtn. Rd. (0.8) Gratron wall(?)	Under construction
Burnt Ranch School Rd - struct. section reconstr.	Completed
Pony Express Way - structural section reconstr.	Completed
Mad River Rd (0.5-2.0) reconstruct	Completed
Rush Creek Rd (6.0-9.0) overlay	Completed
Browns Mountain Rd (6.6-7.2) pave	Completed
Lowden Lane - reconstruct	Under construction
Deerlick Spring Rd (0-0.7) Reconstruct/MBGR	Under construction
Hyampom Rd/SH03 Intersection - reconstr.	Completed
Van Duzen Rd - Geotechnical for slide	Under construction
Alder Pt-Bluff Rd - Geotech. for slide	Under construction
East Fork Rd - Geotechnical for slide	Under construction
Rainier Rd - Construct turn around	Completed
Deadwood Rd (3.6) RSP Streambank/Roadbank	Completed
Union Hill Rd (0.5) RSP Streambank/Roadbank	Completed





Year 2010 Model Generated Traffic Volumes
Moderate Commercial Land Uses

Projected Average Weekday Volumes 4120
 Current Average Weekday Volumes (480)

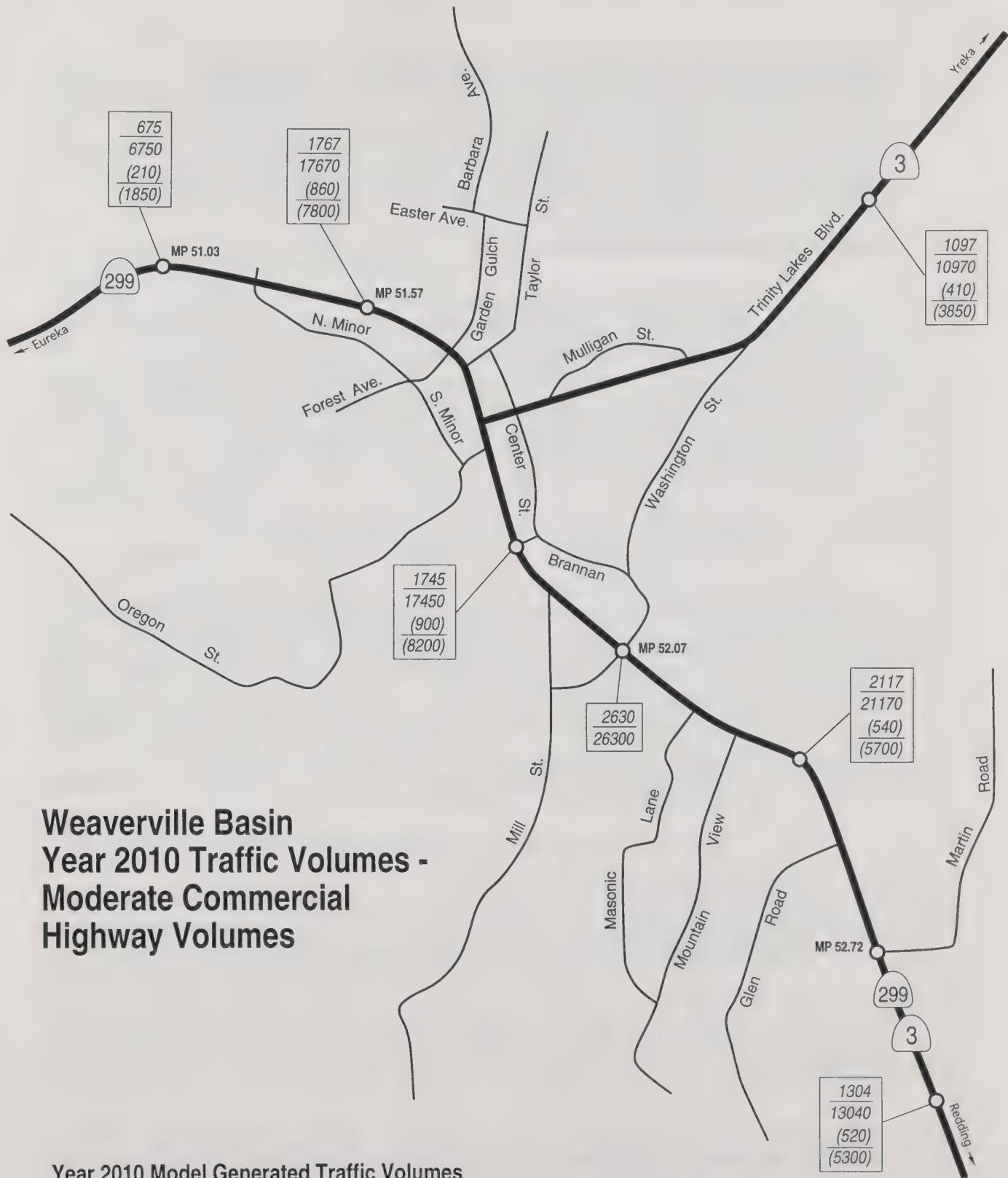
Volumes Assume Road Improvements Not Shown on Map

Trinity County
REGIONAL TRANSPORTATION PLAN

Map 4.3

Prepared By The
 Trinity County
 Planning Department





Year 2010 Model Generated Traffic Volumes
Moderate Commercial Land Uses

2010 Peak Hour (Peak Month) Volume	4120
2010 ADT (Peak Month) Volume	10000
1986-87 Peak Hour (Peak Month) Volume	(4120)
1986-87 ADT (Peak Month) Volume	(10000)

MP = Mile Post

Volumes Assume Road Improvements Not Shown on Map

**Trinity County
REGIONAL TRANSPORTATION PLAN**

Map 4.2

Prepared By The
Trinity County
Planning Department



Readings Creek Rd RSP Streambank/Roadbank	Completed
Denny Rd (1.1) Construct retaining wall	Completed
East Fork Rd (1.7-3.6) Reconstruct Struct. Section	Completed
St. Johns Rd - Replace washed out culvert	Completed
Ruth Zenia Rd (4.0-7.0) Reconstr Struct. drainage	Under construction

3. Future Facilities and Services

Local population is projected to increase by approximately 30 percent over the next 20 years; however, traffic levels are expected to increase by approximately 90 percent in the same period (refer to **Maps 4.2-4.3**). Residential and regional population growth as proposed in the General Plan and adopted Community Plans will contribute to local traffic growth. The majority of growth will occur in the Weaverville, Lewiston and Hayfork areas. In addition the number of vehicle trips per household will increase as additional "attractions" (i.e. commercial development, services, entertainment etc.) are developed and residents can rely on these services locally rather than traveling to Redding or other areas.

All state highways in the County have a Level of Service of C, except Highway 299 in Weaverville where LOS declines to E (refer to Appendix A for a discussion of Level of Service). Increased traffic growth on the highway is projected to result in a decline to LOS F in the next twenty years. Increased congestion and accidents will affect only 3-5 miles of Highway 299 in the Weaverville area, where accident rates are already significantly higher than along other sections of the highway. Accident rates are tracked both in total numbers and severity and by comparisons to expected rates for similar facilities (**Figure 4.5**).

The Weaverville Community Plan adopted in 1990 proposed several road capacity measures to reduce congestion on Highway 299. However, increased road use, combined with a constrained revenue base, will limit the County's ability to substantially improve the capacity of County roads. Planned road system improvement and expansion will be prioritized to maintain safety and level of service. In addition, the County reviews land divisions and other land uses for impacts on the transportation system. Improvements for the benefit of the County as a whole, rather than for the benefit of individuals are required in conjunction with development.

On the November 1992 ballot there was an advisory measure requesting voters' opinion on the Weaverville Bypass. Two questions were posed: 1) should there be a bypass around Weaverville and 2) what route is preferred, should a bypass be proposed. A majority of the voters (65% of the votes) favored a bypass along the West Weaver Creek drainage (60% of yes votes) as a preferred route around Weaverville (refer to **Map 4.4**).

Comparisons among the Land Use Element, adopted Community Plans and the RTP indicate that a number of changes in the functional classification system are likely to occur over the next 20 years (refer to **Appendix B**). Growth and development, as anticipated in adopted Community Plans and the Land Use Element of the General Plan, will require an orderly expansion of the existing system of surface transportation corridors. For the most part this will involve construction of streets within new developments and construction of connecting corridors for access to developing areas.

Minor capacity improvement projects, such as turn pockets, passing lanes, and wider County roads, will be scheduled as necessary. Within Weaverville, major capacity improvement projects, including re-alignment of Highway 299, will be scheduled in accordance with available funding and California Transportation Commission priorities. Major capacity improvement projects, such as the re-alignment of Highway 299 on Buckhorn will be linked to other capacity projects on Highway 299.

2. STREET AND HIGHWAYS ASSUMPTIONS AND ISSUES

Assumption #1- Highway 299 Improvements- Caltrans has identified Highway 299 as the most important east-west corridor in the northern part of the state and within Trinity County as the highway to receive highest priority for funding of improvement projects. Realignment and grade improvements over Buckhorn Mountain could occur between 2005-2015.

Assumption #2- Highway Funding- Funding levels for state highways in the county will remain level as a result of fuel and vehicle tax revenues resulting from the implementation of Proposition 111.

Assumption #3- Land Use- Private land use will be addressed locally and will conform to Community Plans, the General Plan and zoning. Existing communities can accommodate the projected population growth rate with continued improvement of the circulation system.

Assumption #4- Policy- Policies of this plan reflect the State and County's desire to maintain its highways and roads as adequately as possible with the funds available.

Issue #1- Local Funding Constraints- Transportation financing at the county level is expected to decline. Continued reduction in forest revenue funding is anticipated as the result of the on-going decline of federal timber sale levels.

Issue #2- Revenue Priority- Continued demand for road maintenance and improvements will exceed available funding resources. Delays in road maintenance

can result in greater deterioration and higher repair costs. Without adequate maintenance, the State and County will be faced with the costly prospect of having to completely rebuild portions of roadway. Over the long-term the County can expect some declines in road capacity if the road network is not maintained or expanded .

Issue #3- Southern Trinity Road Improvements- Improvement of Mad River Road (County Road 502), Van Duzen Road (County Road 511) and Highway 36 are necessary to improve economic development opportunity within southern Trinity County.

Issue #4- Weaverville Bypass- Trinity County's highest priority for highway construction is a bypass of Highway 299 along the west side of Weaverville.

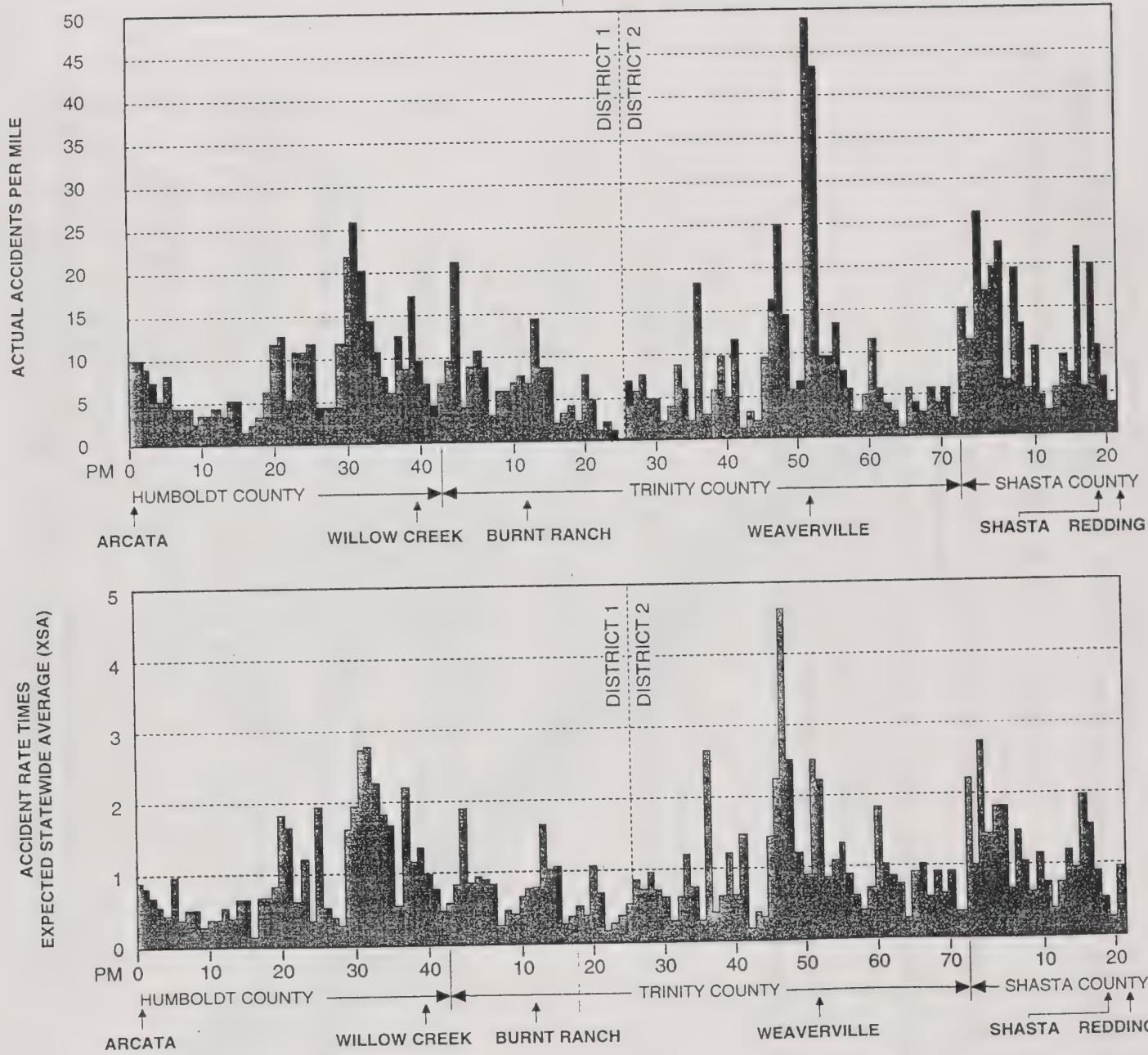
Issue #5- Signalization- Five intersections along Highway 299 have been identified as having sufficient congestion to warrant signalization, but there is public opposition to signals in Trinity County. Signalization in Weaverville will improve overall circulation but will cause a decline in capacity on Highway 299.

Issue #6- Road System Expansion- Highways 299 and 3, respectively, serve as the only east-west and north-south roads in the Weaverville area. Traffic growth from community development (residential, commercial and recreation uses) will increase congestion in downtown Weaverville. The need to develop alternative connector routes for Highway 299 has been identified as potentially desirable to reduce congestion, but there is neighborhood opposition to routes which are perceived to increase traffic in residential areas.

Issue #7- Road Capacity- Recreation/tourist vehicles and trucks combine to significantly increase traffic rates during the summer. The combination of peak uses by both groups adversely affects both level of service and maintenance costs. The County has limited ability to improve capacity of County roads to accommodate regional and inter-regional truck traffic. No significant change in this pattern of use is foreseen.

Issue #8- Potential Traffic Generation Projects- Potential land use projects that could increase congestion on Highway 299 in Weaverville include expansion of the Trinity Alps Industrial/Business Park; a 140,000 sq.ft. shopping center and higher density housing . Other potentially significant traffic generators include industrially zoned areas along Tule Creek Road and commercially zoned areas along Highway 3, both in Hayfork. Lewiston commercial and industrial zoning along Trinity Dam Blvd can accommodate additional development and traffic.

FIGURE 4.5



ROUTE 299
5-YEAR
ACCIDENT RATE
1988-1992

FATALITIES
 ACTUAL ACCIDENTS PER MILE
 ACCIDENT RATE TIMES EXPECTED STATEWIDE AVERAGE
 (Ratio of actual accident rate to the expected accident rate)
 PM = POST MILE

FIVE YEAR ACCIDENT RATE
ATTACHMENT 4



Issue #9- Barrier Stripping/Passing Lanes- Barrier striping will continue to limit passing opportunities on all state highways in the County. There is inadequate passing lane opportunities on all state highways in the County.

3. GOALS, OBJECTIVES AND POLICIES

Goal 4.1- To provide a streets-and-highways system (including bridges) which effectively, efficiently and safely serves the variety of transportation needs in the County.

Objective 4.1.1- To maintain an inventory of county roads and bridges which will determine priorities for meeting transportation needs.

Policy 4.1.1.A- Provide for continual review of community streets, roads and bridges, listing existing conditions, traffic volumes, needs and projections for the next five years.

Policy 4.1.1.B- Schedule present and future transportation projects within the limits of fiscal constraints.

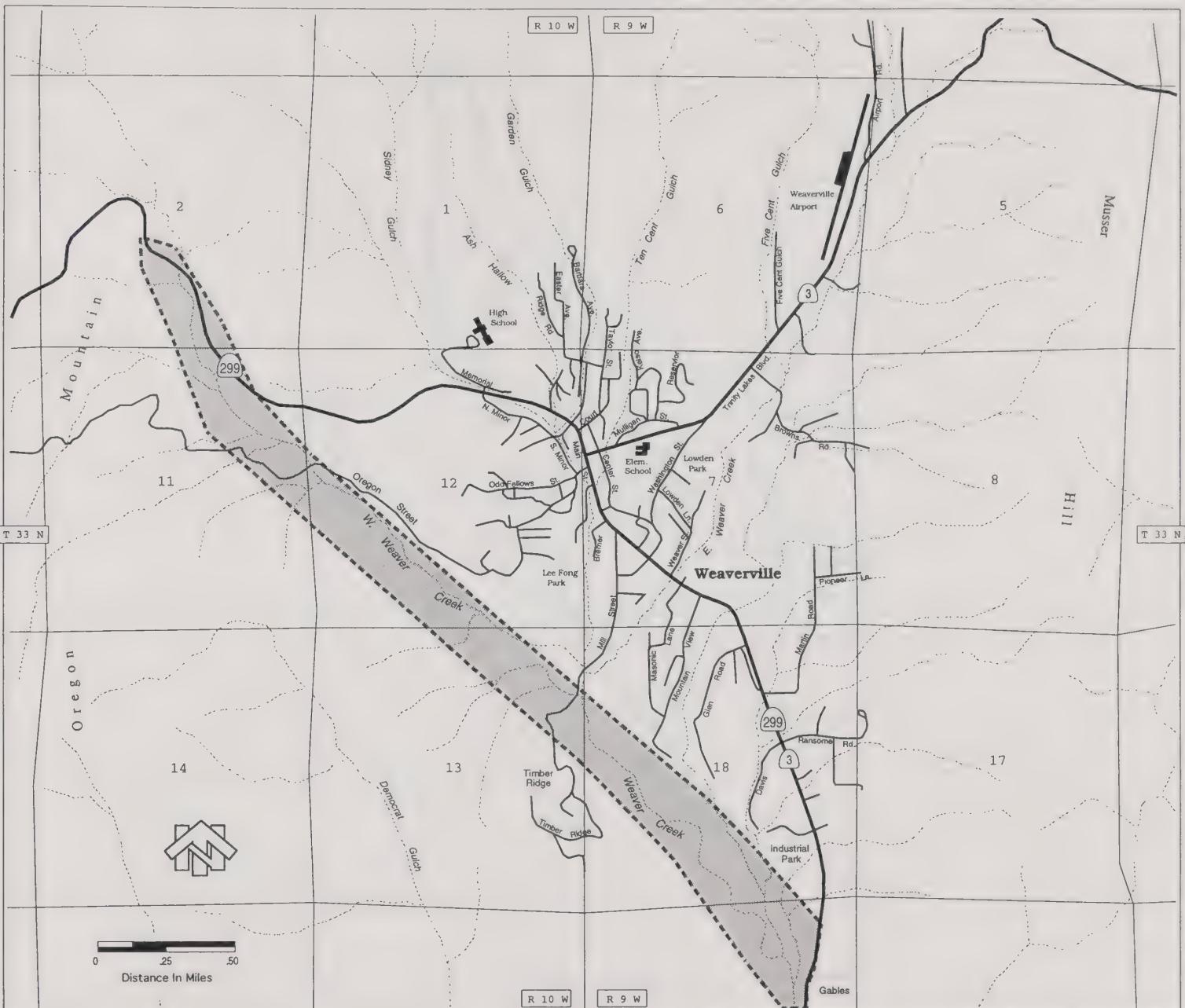
Policy 4.1.1.C- Using inventoried road and bridge sections, develop a list of projects according to the following priorities - highest to lowest:

- Ensure that State highway right-of-way needs will be met in conjunction with development project approvals.
- Mitigation of high-accident situations.
- Adequate maintenance to protect the existing facility.
- Rehabilitation or upgrading of existing facilities to reduce cost of maintenance.
- Improvement of existing facilities to provide increased capacity and reduced congestion and delay.
- Construction of all new facilities.

Objective 4.1.2- To identify potential corridor expansion on the basis of existing conditions and/or planned land use.

Policy 4.1.2.A- Complete long range traffic studies and neighborhood scoping prior to significant road system expansion of existing roads

Policy 4.1.2.B- New streets/roads and extension/improvement of existing roads must be designed for anticipated traffic volumes and weight loads.



Voter-Preferred Highway 299 Weaverville Bypass Route



Bypass Corridor

**Trinity County
REGIONAL TRANSPORTATION PLAN**

Prepared By The Trinity County Planning Department

Map 4.4



Weaverville Basin Potential Connector Routes

Potential Connector Route Corridor*

- * No priority or implementation schedule is implied by identification of these potential probable corridor/expansions/extensions. These corridor expansions/extensions shall be considered in connection with County's long range surface transportation corridor improvement program, governmental capital improvement programs, preparation of specific plans, private development proposals in the vicinity of the corridors, and other activities that would impact the corridors or their intended use. It is not intended that this list be considered all inclusive. Viable and warranted corridor expansion/extension projects may be implemented that do not appear on the list. Additions and/or deletions to the list may be considered on a timely basis. Re-evaluation of the list shall be made whenever a major amendment to the Land Use Element of the General Plan is contemplated.

Trinity County REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 4.5

Policy 4.12.C- Initiate a scoping document that identifies and preserves right-of-way for the preferred Weaverville bypass route.

Objective 4.1.3- The following projects are adopted as priorities for determination of need for additions to the County maintained road system. Individual priorities will be determined as future development occurs and a greater need for a project arises¹ (Refer to **Map 4.5**).

- Northerly extension of Industrial Park Way, CR 257 to Oregon Street CR 225 and construct access roads.
- "Mill" corridor running northerly to Highway 3 opposite of Five Cent Gulch Rd. CR 253.
- Easterly connector from "Mill" corridor to Martin Road CR 237
- Loop connector from Martin Road, CR 237 to Pioneer Road¹.
- "TrinCo" Road running northerly from Oregon St CR 225 to Highway 299.
- Weaver Bally Road USFS Rd 33N38F for approximately the first mile a loop corridor to Ridge Road WVC 57.

1. No priority or implementation schedule is implied by identification of these potential probable corridor/expansions/extensions. These corridor expansions/extensions shall be considered in connection with County's long range surface transportation corridor improvement program, governmental capital improvement programs, preparation of specific plans, private development proposals in the vicinity of the corridors, and other activities that would impact the corridors or their intended use. It is not intended that this list be considered all inclusive. Viable and warranted corridor expansion/extension projects may be implemented that do not appear on the list. Additions and/or deletions to the list may be considered on a timely basis. Re-evaluation of the list shall be made whenever a major amendment to the Land Use Element of the General Plan is contemplated.

Objective 4.1.4- Provide safe passing zones on State Highways and County Roads.

Policy 4.1.4.A- Construct turnouts and passing lanes where feasible

Policy 4.1.4.B- Avoid overall barrier striping where feasible.

Goal 4.2- To assure the coordination of transportation facilities with adopted land use plans.

Objective 4.2.1- Determine the probable land use impacts of transportation projects prior to scheduling.

Policy 4.2.1.A- Assign high priority to those transportation projects which support the adopted land-use policy of the County.

Policy 4.2.1.B- Develop a linkage between growth-inducing state transportation projects and the adopted County General Plan.

Policy 4.2.1.C- Reassess transportation projects which do not support the adopted land use policy of the County.

Policy 4.2.1.D- Ensure to the extent possible that the costs of street and highway improvements necessitated by new development are borne by the responsible projects.

Objective 4.2.2- Determine the probable transportation impacts of proposed land use projects.

Policy 4.2.2.A- Require adequate on and off-site road improvements at the time of land division.

Policy 4.2.2.B- Review land use projects of all public agencies and private commercial operators to determine impacts to the road system and require improvements as necessary.

Policy 4.2.2.C- Cooperate with the U.S. Forest Service to develop an efficient transportation network incorporating County and Forest Service roads.

Policy 4.2.2.D- Coordinate county road maintenance and improvement schedules with planned commercial hauling schedules, to facilitate the efficient movement of goods.

Objective 4.2.3- Develop a uniform road classification throughout the County.

Policy 4.2.3.A- Apply the AASHTO classification system of arterials, collectors and locals to County roads.

Policy 4.2.3.B- Review the circulation system of each community during biennial updates of the RTP to determine possible changes of the road classification in each community.

Policy 4.2.3.C- Periodically review and update individual road classifications, based on 20 year build-out levels.

Objective 4.2.4- Determine ultimate boundaries required for existing transportation corridors.

Policy 4.2.4.A- Identify road segments where existing right-of-way width is inadequate for buildout use.

Objective 4.2.5- Provide access for the deployment of emergency vehicles.

Policy 4.2.5.A.- All roads serving new land divisions or commercial, industrial or multiple family developments requiring discretionary county approvals in Weaverville and Hayfork Fire Districts shall be served by county-maintained roads.

Objective 4.2.6- Develop road systems which are compatible with the areas they serve.

Policy 4.2.6.A- Concentrate heavy traffic generators on major roads.

Policy 4.2.6.B- Future subdivisions shall be required to provide on-site and off-site improvements in order to provide for safe movement of traffic.

Policy 4.2.6.C- Sound engineering judgment shall be used in determining road design and construction in order to reduce long term maintenance costs.

Policy 4.2.6.D- Land uses or densities which could result in unsafe road conditions shall be mitigated as determined by the decision-making body.

Goal 4.3- To identify and aggressively pursue additional funding sources to support transportation.

Objective 4.3.1- Program available funds to rehabilitate roads and provide an adequate transportation system.

Policy 4.3.1.A- Support legislation which provides additional funding for streets and roads and various types of transportation that reduce traffic on streets and roads..

Goal 4.4.- Abandon non-functional, non-essential and non-maintained roadways while protecting access rights of individuals and the public-at-large.

Objective 4.4.1 Develop standards for reviewing the abandonment of roadways. Standards shall include needs for general circulation pattern, public utilities, and access to public resources and waterways.

Policy 4.4.1.A- Road abandonment shall provide the retention of utility and private easements as necessary.

Policy 4.4.1.B- Proposed abandonment of a road which provides reasonable access to public resources or waterways should be denied.

Policy 4.4.1.C.- Abandonment of a road for vehicular traffic shall consider the need for retaining pedestrian, equestrian, utility or stock easements.

4. ACTION ELEMENT

State Highways Projects

The programming of State highway projects rests primarily with the California Transportation Commission (CTC). Capacity-increasing projects are reviewed and scheduled by the CTC based upon distribution formulas, available funding levels and state-wide need for system expansion.

Development List for Capacity-Increasing State Highway Projects (10-20 Year List)

In 1988, the legislature passed AB 84, requiring planning and programming of capacity-increasing projects on the State Highway System as well as requiring project study reports (PSR) for projects included in the STIP. Subsequent to the passage of AB 84, the legislature passed SB 300, which modified the STIP process. The intent of the changes is to improve coordination between planning agencies and Caltrans and to improve the tie between Caltrans Systems' planning and programming and the local planning agency efforts. **TABLE4.2** list priority projects for initiation of PSRs for RTIP projects:

TABLE4.2 10-20 Year Capacity Improvements On State Highway System (in Millions)

Route	PM/PM	Limits Description	Improvements	10 Year Need
3	6.5/7.5	Hayfork	0.9 Mi turn ln w/8' shoulder	0.6
36	All		No improvements	0
299	29.4/30.2	Manzanita Creek	Add EB pass lane	1.3
	37.3/38.0	Helena	Add EB pass lane	5
	45.5/49.8	Oregon Mtn.	Add 2 ln w/deer meas	9
	45/45.5	Junction City	Add EB & WB pass lane	1.3
	49.9/54.4	Weaverville	Realign&add ln- express byway	20
	56.7/57.7	Rocky Point	Const. pass lane	1.4
	71.8/72.2	Buckhorn	Add 2 ln for expressway	3

With the adoption of SB 300, the CTC biennially adopts the STIP and HSOPP, programming funds for state highway projects. In the development of these funding documents, the CTC is advised by both Caltrans (HSOPP and PSTIP) and the Trinity County Transportation Commission (RTIP).

TABLE4.3 Schedule of Improvement Projects State Highways (\$1,000's)

ROUTE	PROJECT DESCRIPTION	94/95	95/96	96/97	97/98	98/99	TOTAL
HSOPP							
299	288500-Nr Weav. 1.9 mi. W to 1.9 mi E of Rte 3- Widen Shoulders & Overlay	751	7612				8363
299	28852K- Nr Weav. Pondersoa Ln to 1.1 mi E of Indian Ck Br Widen Br, Repair & Repave Rdwy				3346		3346
TOTAL							
BRR							
3	24652K- Nr Coffee Ck at Coffee Ck Br Over- flow & Grass Valley Cr Br- Rehab Decks and Upgr Rail				3260		3260
MAINTENANCE							
	2956	3975	3386	3623	3877	17817	
TOTAL							
	3707	11587	3386	10229	3877	32786	

County Roads

The County Department of Public Works reviews county roads each year; then, based on anticipated revenues, develops a five-year program of projects. The projects have been programmed to maintain and rehabilitate the system now in existence, which is consistent with the Policy Element in this plan (**TABLE4.4**).

TABLE4.4 Schedule of Improvement Projects County Roads (\$1,000's)

RD #	PROJECTS	94/95	95/96	96/97	97/98	98/99
104	Coffee Creek Rd Replace bridge w/6' culvert		30			
104	Coffee Creek Rd - (PM 3.3) Reconstruct 500' of rd w/drainage		20			
211	Deadwood Road (PM 0.6-1.5) Widen - ongoing	5	5	5	5	5

<u>RD #</u>	<u>PROJECTS</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>
WVC	Mulligan St/5 Cent Gulch/Willow Ave					
50	Reconstruct w/sidewalk		5	15	250	
WVB	Cemetery Drive					
31	AC overlay	6				
WVB	Cemetery Stub					
32	AC overlay	2				
	Weaverville Basin routes					
	Master Road layout - ongoing	10	5	0	5	5
105	Trinity Dam Blvd (P.M.8.5-10.5)					
	AC overlay w/paved shoulder			150		
204	Rush Creek Rd (P.M.3.0-6.0)					
	AC overlay w/paved shoulder				300	
WVB	Lowden Lane (all)					
338	Readings Creek Road					
	Road/streambank stabilization		42			
401	Canyon Creek Rd (various locations)					
	Replace/Install culverts, energy	20	65			
415	Red Hill Rd (P.M.0-6)					
	Revise road grade & install bike lanes			175		
415	Red Hill Rd (P.M.1-12)				40	
	Realign & correct curve & grade					
417	Underwood Mtn Rd (various locations)					
	Install underground drains & others					
	Drainage facilities - ongoing	20	10	20	10	20
447	South Fork Rd (P.M.2.9-3.0)					
	Reconstruct structural section		10			
301	Hyampom Rd (P.M.3.6)					
	Road/streambank stabilization			45		
347	E. Fork Rd (P.M.1.7-2.3)					
	Rock & chip seal	25				
351	Trinity Pines Drive (P.M.2.5-2.85)					
	Rock & chip seal		30			
351	Trinity Pines Drive (P.M.0.2-1.0)					
	Drainage, rock & chip seal	10	10	50		
353	Rattlesnake Rd (P.M.5.0-6.7)					
	Widen			10	40	
301	Hyampom Rd @ Dinner Gulch					
	Install culvert				20	40
311	South Fork Rd (P.M.0.7-2.0)					
	Drainage, rock & chip seal	25				
313	Garrett Rd (P.M.0.2-1.2)					
	Shape & chip seal	25				
501	Mad River Rd (P.M.21.4-22.4)					
	Drainage, base & chip seal		40	15		
501	Mad River Rd (1 mile segment)					
	Drainage, base & chip seal			40	15	

<u>RD #</u>	<u>PROJECTS</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>	<u>97/98</u>	<u>98/99</u>
501	Mad River Rd (1 mile segment) Drainage, base & chip seal				40	15
502	Ruth Zenia Rd (P.M.5.3-8.7) Drainage & structural section		45			
511	Van Duzen Rd (P.M.0.9-2.5) Drainage, structural repairs & pave		120			
502	Ruth Zenia Rd (Bud goes) Realign 300 ft. of road		22			
532	Justice Rd (P.M.2.0) Replace 72" CMP	24				
71	Reconstruct w/parking & sidewalk	240				
336	Indian Creek Road 0.5 mile Road widening		24			
257	Industrial Park Way (P.M.0-0.3) AC overlay	30	65			
337	Deerlick Springs Rd (P.M.0-0.7) MBGR & minor reconstruction		360			
HF44	Felch St (P.M.0-0.1) Pave w/AC	17				
323	Brady Rd (P.M.0-1.0) AC overlay	80				
361	Ewing Rd (P.M.0-0.3) AC overlay	20				
511	Van Duzen Rd Geotechnical & slide repair	30	250			
516	Alder Pt-Bluff Rd Geotechnical & slide repair (2 loc.)	40	500			
319	Morgan Hill Rd Widen & Overlay/bike ln	50	150			
VAR	Annual Fog Stripping	35	40	40	40	40
VAR	Trinity Dam Blvd, Rush Ck Rd, Lake Forest Dr., Canyon Ck Rd. Ruth-Zenia Rd- Install MBGR			221		
WVB	Odd Fellows/Creath St Intersection improvements		40			
VAR	Storm Damage repairs from winter '95		600	400		
421	East Fork Rd	400				
WVA	Mill St @ PUD				35	
301	Hyampom Rd (Various)		20	20		20
319	Morgan Hill Rd (P.M. 0.6-Kingsbury Gulch) Replace & Extend culvert		28	20		
221	Steiner Flat Rd (P.M. 2.9-3.1) Realign & widen					25
221	Steiner Flat Rd. (P.M. 1.3) Widen Rd				17	

RD #	PROJECTS	94/95	95/96	96/97	97/98	98/99
338	Readinbg Creek Rd Widen 1/2 mile segment				40	15
RD C	Industrial Park- Road C Construct road w/utilities		35			
TOTAL		1179	2241	1346	842	185

BRIDGES **94/9595/9696/9797/9898/99TOTAL**

E.F. Hayfork Creek Br. #5C-139						
Rehab w/open grid deck		35				35
Canyon Creek Br. #5C-56						
Rehab w/open grid deck		27				27
Weaver Creek Br. #5C-218						
Reconstruct w/STL decking			40			40
Little Browns Creek Br. #5C-175				40		40
Reconstruct w/STL decking						
Trinity River Br. #5C-32						
Restore/Rehab			100	650		750
Trinity River Br. #5C-66						
Replace (LAI\PS-\$2,800,00)	100	100				200
Van Duzen Br. #5C-199						
Replace w/new bridge		10	60	300		380
E.F.N.F. Trinity River Br. #5C-108						
Upgrade bridge railings		5	66			71
Hayfork Creek Br. #5C-183						
Replace w/new bridge			5	100	1000	1105
Browns Creek Br. #5C-130						
Replace w/new bridge		5	70	750		850
Little Browns Creek Br. #5C-195						
Reconstruct w/STL decking				40		40
E.F. Hayfork Creek Br. #5C-142						
Reconstruct w/STL decking				40		40
TOTAL						3578

5. FINANCIAL ELEMENT

In Trinity County, transportation issues are affected by the economic health of the area as a whole. Trinity County is a rural region with many miles of roadway which must be maintained. Revenue projections are often dependent on conditions beyond the scope of county government.

The major transportation issue facing the county is how to maintain and rehabilitate its many miles of roadway with limited funding. This plan stresses prudent use of available scarce resources and prioritization of expenditures based on safety, maintenance and growth demand.

TABLE 4.5 presents the planned schedule of reconstruction and improvements of State Highways contained in the 1992 HSOPP.

TABLE 4.5
FIVE YEAR ESTIMATE OF ANTICIPATED REVENUES FOR STREETS AND ROADS
(\$1,000'S)

MODE/SOURCE	94/95	95/96	96/97	97/98	98/99	Total
TRINITY COUNTY DEPARTMENT OF TRANSPORTATION (TCDOT)						
County Roads (2104 & 2106)	1,230	1,235	1,240	1,245	1,250	8,715
SLTPP	129	117	72	110	UNK	428
State Match	100	100	100	100	100	700
Prop. 116	0	225	95	80	UNK	400
OES	11	155	50	UNK	UNK	216
Federal Forest Reserve	2,670	2,570	2,475	2,377	2,279	16,637
FEMA	34	525	150	UNK	UNK	709
STP Funds (Includes HES & Co. Exchange)	513	402#	402#	402#	402#	2,925
HBRR Funds	132	297	324	856	600	3,009
FHWA	70	1,095	200	UNK	UNK	1,365
TEA	88	572	UNK	UNK	UNK	660
BOR	62	65*	*	*	*	127
CDBG	325	UNK	UNK	UNK	UNK	325
Subtotal	5364	7358	5108	5170	4631	36216
CALTRANS:						
Maintenance	2,956	3,975	3,386	3,623	3,877	26,404
Capital (Incl. TEA)	751	7,612	0	0	6,606	14,969
Subtotal	3,707	11,587	3,386	3,623	10,483	41,373
GRAND TOTAL	9071	18945	8494	8793	15114	77589

* Up to 2 projects per year.
County Exchange of \$252, and up to \$300 each 2-year cycle for HES.

CHAPTER 5. PUBLIC TRANSPORTATION

1. BACKGROUND

Public transportation is an important component of transportation planning and management as well as a method of meeting the needs of residents that either can not, or choose not, to use vehicles. In 1980 and 1988, transportation "unmet needs" studies were conducted to determine what public transportation needs existed in the county. As a result of the 1980 study, weekly bus service to Fortuna/Eureka was established for south county residents. This system uses a single van and is known as Southern Trinity Transit Project.

Between 1982-1985, the Trinity County Opportunity Center (TCOC) in Hayfork provided daily commuter service between Hayfork and Weaverville. In January 1986, that service was discontinued. In July 1988, the County contracted with a local social services provider to again provide commuter service and to expand service to include mid-day runs between Weaverville and Hayfork.

A. Existing Facilities and Services

1. Inter-regional Service

Greenbelt Lines- The only inter-regional commercial carrier in the area passes through Trinity County twice a day, seven days per week. The bus line operates a round trip each day from Redding to Eureka and serves as a connector for Amtrak rail services. The county has experienced no adverse impacts from the Bus Deregulation Act.

2. Regional Services

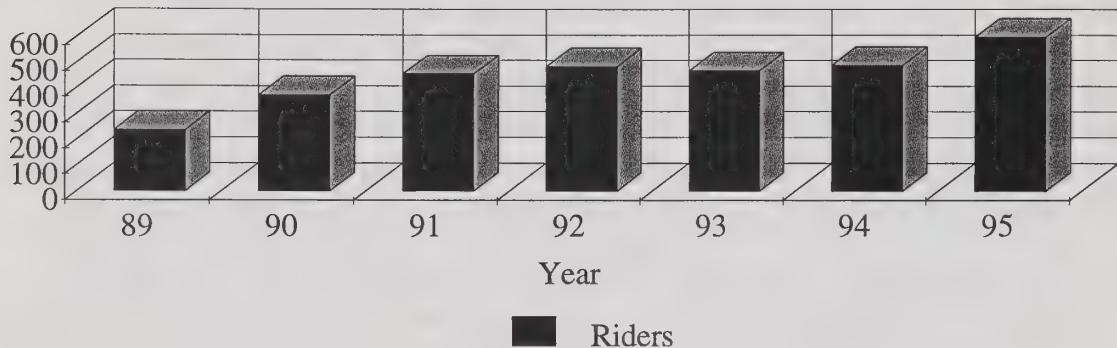
Trinity County operates two regional transit services which have had limited ridership and growth over the past five years (refer to **Figure 5.1 and 5.2**).

Southern Trinity Transit System- Trinity County operates a limited service public transportation system from the southwestern section of the County to the Fortuna area in Humboldt County. The service originates at the Ruth Lake Community Service District Community Hall each Tuesday morning and travels to Fortuna and back. Once a month the trip includes Eureka as a stop. The service is subsidized with Transportation Development Act monies. The system

utilizes a single eight passenger van that is in need of replacement. A replacement vehicle is expected to operational in 1995.

Figure 5.1 Southern Trinity Transit

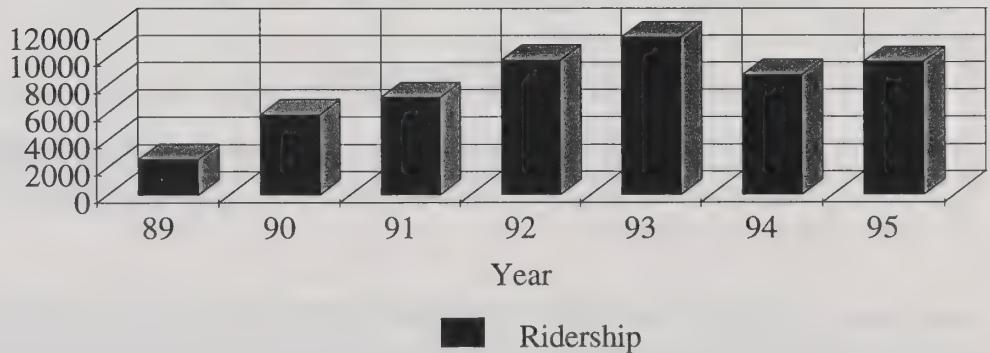
Ridership Rates



Northern Trinity Transit Service- Since July 1988, the County has operated a daily public transit service between Weaverville and Hayfork. In the fall of 1991 a daily public transit service between Weaverville and Lewiston was instituted. The system utilizes nominal 22 and 15 passenger buses and a 12 passenger back-up van.

Figure 5.2 Northern Trinity Transit

Ridership Rates



In addition to the County transit services, both commercial and non commercial transit services are provided on a limited basis as discussed below.

Trinity Cab- The Trinity Cab Service offers both in-town service for the Weaverville area as well as trips throughout Trinity County and to cities in adjacent counties.

Shasta College- Shasta College operates bus service to several of the counties in Northern California to bring students to its campus, located a few miles northeast of Redding. Each morning that school is in session, a bus picks up students at about 6:30 AM in front of the post office on the west side of Weaverville. The bus stops enroute at Douglas City and the Lewiston turn-offs along Highway 299 to pick up other students who usually drive or car pool to these locations.

Golden Age Center- Golden Age Center operates several vans in and around the Weaverville area providing service to the elderly population of the community. The main thrust of its efforts has been to provide a lunch- program-oriented transportation service to and from the Senior Center in Weaverville. While no on-call special service is offered to residents for medical appointments or other special trips, seniors can schedule seats on a once monthly trip to Redding for medical appointments. In 1994, TCTC provided the Golden Age Center with a \$9,000 local match for the purchase of a 15 passenger van. The van will be provided to the Golden Age Center under a Federal Transit Authority Section 16 grant. Delivery is expected in 1995.

Shasta-Trinity Rural Indian Health Center- Until November 1994, the Shasta-Trinity Rural Indian Health Center provided medical-related transportation service to the Native Americans in Trinity and Shasta Counties. The health center was closed because of a loss of federal funding and contract services with the Redding Rancheria.

B. Status of Previous Projects

Southern Trinity Transit

Annual Operating Costs- On going

Northern Trinity Transit

Annual Operating Costs- On-going

Purchase 22 passenger bus- Completed

Golden Age Center

Local Match for 15 Passenger Van- Completed

C. Future Facilities and Services

Public transit service is projected to grow over the next five years requiring the purchase of four new vehicles in the next five years. Southern Trinity Transit will receive a new vehicle in 1995. A back-up vehicle for the system will be transferred from Northern Trinity Transit in 1996. In addition, Northern Trinity Transit could receive three new vehicles. Funding for the new vehicles will be provided from gas tax revenues generated from Proposition 116 gas tax increases. Efforts to improve public awareness of the transit systems will be implemented as well.

In FY 1995/96 an Unmet Transportation Needs Study and Transit Development Plan will be completed. Based on the results of those plans, transit operations will be maintained, modified or enhanced to meet reasonable transit needs.

2. PUBLIC TRANSPORTATION ASSUMPTIONS AND ISSUES

Assumption #1- Public Transportation Needs- Public transportation will expand as need and funding levels increases, but is not expected to significantly affect road capacity or traffic levels. The rural nature of Trinity County limits the feasibility of economically providing county-wide public transit service.

Assumption #2- Americans With Disabilities Act (ADA)- The requirements of the American Disabilities Act for para-transit complementary service do not apply to the transit systems in Trinity County as they are presently administered by Trinity County because they are either primarily commuter services or special runs for senior citizens. All public transit vehicles will be wheelchair accessible.

Issue #1- Vehicle Condition- Southern Trinity Transit Service's current van is relatively old and does not comply with the ADA requirements. It will be replaced with a larger vehicle that is wheel chair accessible. The larger vehicle will require operators to upgrade their driver's licenses, increase operating costs and could potentially increase fares.

Issue #2- Service Outside of Trinity County- Southern Trinity Transit operations may be providing subsidized transit service to residents of Humboldt County without reimbursement of costs to Trinity County.

Issue #3- Ridership Levels- New vehicles and increased outreach/advertising may also increase ridership on both transit services

Issue #4- Fare Box Revenues- Fare box revenues have barely met the minimum necessary to run both transit systems and have failed to meet policies for fare box ratio returns contained in the 1992 RTP.

3. GOALS, OBJECTIVES AND POLICIES

Goal 5.1.0- To provide transit service that can reasonably meet unmet transportation needs.

Objective 5.1.1- Maximize accessibility to those travel markets which exhibit the greatest need for transit services.

Policy #5.1.1.A.- Adopt Standards for Level of Need (LON). Standards shall be as follows:

LON 1- Service Standard: As a minimum, some form of transit service should be provided along the major highways in the County where population is such that would warrant service.

LON 2- Service Standard: Major medical, shopping, government, and other travel attractors in the major population centers should be served by public transit as much as economically feasible.

LON 3- Service Standard: As a minimum, service should be available during the week, Monday through Friday. Any expansion of service to meet weekend travel needs should only be considered after all LON 1 and 2 type needs are met throughout the County.

Goal 5.2- To provide transit service as efficiently as possible.

Objective 5.2.1. Maintain a minimum fare box to operating expense recovery ratio.

Policy #5.2.1.A.- Maintain a fare box return ratio that is equal to or greater than the prior year. This could necessitate any combination of the following actions: increase ridership to increase revenue, raise fares to increase revenue, keep total operating cost increases to a minimum. In no instance should the ratio fall below the State mandated standard of 10%.

Objective 5.2.2.- Increase productivity per unit of service supply.

Policy #5.2.2.A.- Efforts should be made to increase passengers per vehicle service hour by a minimum annual rate of 4 percent. Since the

achievement of this standard will result in higher patronage (and fare box revenues) with only minimum increases in costs (due to marketing, for example), it will help ensure the attainment of fare box ratio.

Objective 5.2.3- Maintain cost efficiencies for each of the key components of the transit operation.

Policy #5.2.3.A- Annual operating cost increases should not exceed the local Consumer Price Index. The indices which should be monitored as part of this effort are cost per hour and cost per passenger. Key components regarding this service standard which should be monitored are: transportation (primarily drivers' salaries and fuel), maintenance (primarily mechanics' salaries and parts), and administration (these costs include any administrative and management costs charged to the transit service by County staff as accounting, etc.)

Goal 5.3- To provide effective transit service that reaches the greatest number of people with the minimum use of resources.

Objective 5.3.1- To minimize the net cost of providing transit service.

Policy #5.3.1.A- Transit service in the rural portions of the County should be considered for implementation by the County when it can be provided at a cost that will not exceed \$10.00 per passenger trip. In the more populated areas of the County, costs should not exceed \$6.00 per passenger trip.

Policy #5.3.1.B- Whenever possible, efforts should be made to take advantage of existing specialized and private services already in operation. Subsidy cost for these services should not exceed \$5.00 per passenger trip.

4. ACTION ELEMENT

Relationship Between the Regional Transportation Plan and Allocation of Transportation Development Act Funds

The Transportation Development Act created in each county a Local Transportation Fund (LTF) to provide for reasonable to meet public transportation needs in the county. Revenues to the LTF are derived from 1/4 cent of the state retail sales tax collected state-wide. The 1/4 cent returned to the county is based on the amount collected in the county. Transportation Development Act (TDA) funds may be

used for street and road purposes only after the County Transportation Commission annually determines that there are no unmet public transportation needs which are reasonable to meet.

To meet these requirements, the County Transportation Commission evaluates public transportation needs. The evaluation consists of identifying unmet needs and analyzing potential public transportation projects to most efficiently satisfy those needs. Review and recommendations are provided to the transportation Commission by the Social Services Transportation Improvement Committee.

A broad range of public transportation alternatives are available. Systems are analyzed, considering costs, patronage, needs satisfaction and secondary impacts. All of this information is intended to provide the County Transportation Commission with factual data upon which to base decisions as to the reasonableness and effectiveness of ways to address unmet needs.

	CAPITAL IMPROVEMENT PROGRAM						TOTAL	
	\$1,000's					94/95	95/96	96/97
	94/95	95/96	96/97	97/98	98/99			
<u>South Trinity Transit</u>								
Operating Costs	7	8	9	10	11	45		
Capital Improvements	45	0	0	0	0	45		
<u>North Trinity Transit</u>								
Operating Costs	110	105	105	100	100	520		
Capital Improvements	0	75	75	0	75	225		
<u>Golden Age Center</u>								
<u>Capital Improvement*</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>		
<u>TOTAL</u>	171	188	189	110	186	844		

* FTA Section 16b2 (match)

5 FINANCIAL ELEMENT

TABLE 5.2

TRINITY COUNTY PUBLIC TRANSPORTATION
FIVE YEAR ESTIMATE OF
ANTICIPATED REVENUES (\$1,000'S)

<u>REVENUES</u>	94/95	95/96	96/97	97/98	98/99	TOTAL
Local Transportation Fund*	118	126	135	144	153	676
Proposition 116	45	75	45	0	45	210
FTA Section 18	0	0	30	0	30	60
State Transit Assistant	13	13	13	13	13	65
<u>Fare Box Revenues</u>	<u>12</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>18</u>	<u>75</u>
TOTAL	188	228	238	173	259	1086

*- Excludes TCTC Administration Expenditures (refer to Chapter 3)

CHAPTER 6. NON-MOTORIZED FACILITIES

1. BACKGROUND

A. Existing Facilities and Services

This category includes local or regionally significant bicycle facilities, hiking trails, equestrian trails, and related traveled ways (**Map 6.1**).

The Pacific Crest Trail which passes through a portion of northern Trinity County and the National Recreation Trail along the South Fork of the Trinity River in southern Trinity County are identified as being of regional or national significance. All others bike lanes, hiking trails and riding trails are important for local use as well as increased tourism and recreational riders. The "La Grange Classic" mountain bike race, which utilizes local roads and trails in the Weaverville area, draws hundreds of riders from outside of Trinity County.

B. Status of Previous Projects

County-Wide

Street Lighting- On-going

Fog line Stripping- On-going- funding reduced

Hayfork

Hwy 3 @ Hyampom Rd Pedestrian/Traffic Corridor- Deferred

Morgan Rd Pedestrian Path- Deferred

Junction City

"Core Area" Improvement- Dropped

Red Hill Pedestrian Path- On-going

Weaverville

Oregon Street Pedestrian Path- Dropped

Garden Gulch St. Pedestrian Path- Completed

Water Works Pedestrian Path- Dropped

Lowden Lane Pedestrian Path- Completed

C. Future Facilities and Services

Both Highway 299 and 3 have experienced increases in recreational bicycle touring. This Plan anticipates increased bicycle usage of these routes, suggesting a need for further highway improvements to accommodate the needs of the touring public.

As roads are upgraded, provisions for adequate shoulders will be implemented when possible. Adopted Community Plans will guide the

Trinity County Transportation Commission when determining allocation of TDA funds and will aid the Board of Supervisors in reviewing land divisions and other County issued entitlements to determine the extent of right-of-way necessary to provide bicycle routes and preserve important trails.

Trails within and around the various communities are used by both local residents and visitors. Increased use can be expected over the next 20 years. Land development, road building and land divisions are impairing the quantity and quality of trails used strictly for hiking or riding in and around communities. Increased use of remaining trails can be expected. Measures similar to those discussed under bicycle facilities and routes will be applied to maintain or improve trails within communities. Cooperation with the U.S. Forest Service, other public agencies and private landowners and groups can contribute to maintenance of regional trails.

2. NON-MOTORIZED FACILITIES ASSUMPTION AND ISSUES

Assumption #1- Many people are reluctant to consider non-motorized transportation because it is not safe to walk or ride bicycles on narrow State Highways and County roads.

Issue #1- Bikeways- Additional demand for bikeways to serve rural schools is anticipated. State bikeway funding will not be sufficient to meet these needs.

Issue #2- Mountain Trails- Historic trails and paths may continue to be modified or eliminated as land development and resource use expand. The popularity of bicycle travel and recreation in the larger communities will increase in demand as will the need for bicycle lanes and trails.

Issue #3- Bike Lane Construction- Bike lane construction projects have experienced delayed implementation due to lack of personnel to complete planning and engineering for project construction.

3. GOALS, OBJECTIVES AND POLICIES

Goal 6.1- Increase bicycle and pedestrian travel by developing a safe and convenient system of bicycle routes, trails, storage facilities and pedestrian walkways. Improvements for bicycle purposes should be carried out in conjunction with other road improvements.

Objective 6.1.1- Increase the total mileage of safe bike routes, trails and pedestrian walkways.

Policy 6.1.1.A.- Streets, highways, arterials should have a minimum 4-foot paved shoulders. If they do not, improvement of such roadways when upgraded should include 4-foot paved shoulders.

Policy 6.1.1.B.- Identify bicycle and pedestrian routes and important trails during adoption of community plans and cooperate with State and Federal agencies to secure such trails.

Policy 6.1.1.C.- Obtain public easements for locally or regionally significant trails at the time of land division.

Policy 6.1.1.D.- Ensure that future community plans identify those pedestrian routes most frequently used.

Policy 6.1.1.E.- Retain pedestrian/bicycle access points and trails across public lands.

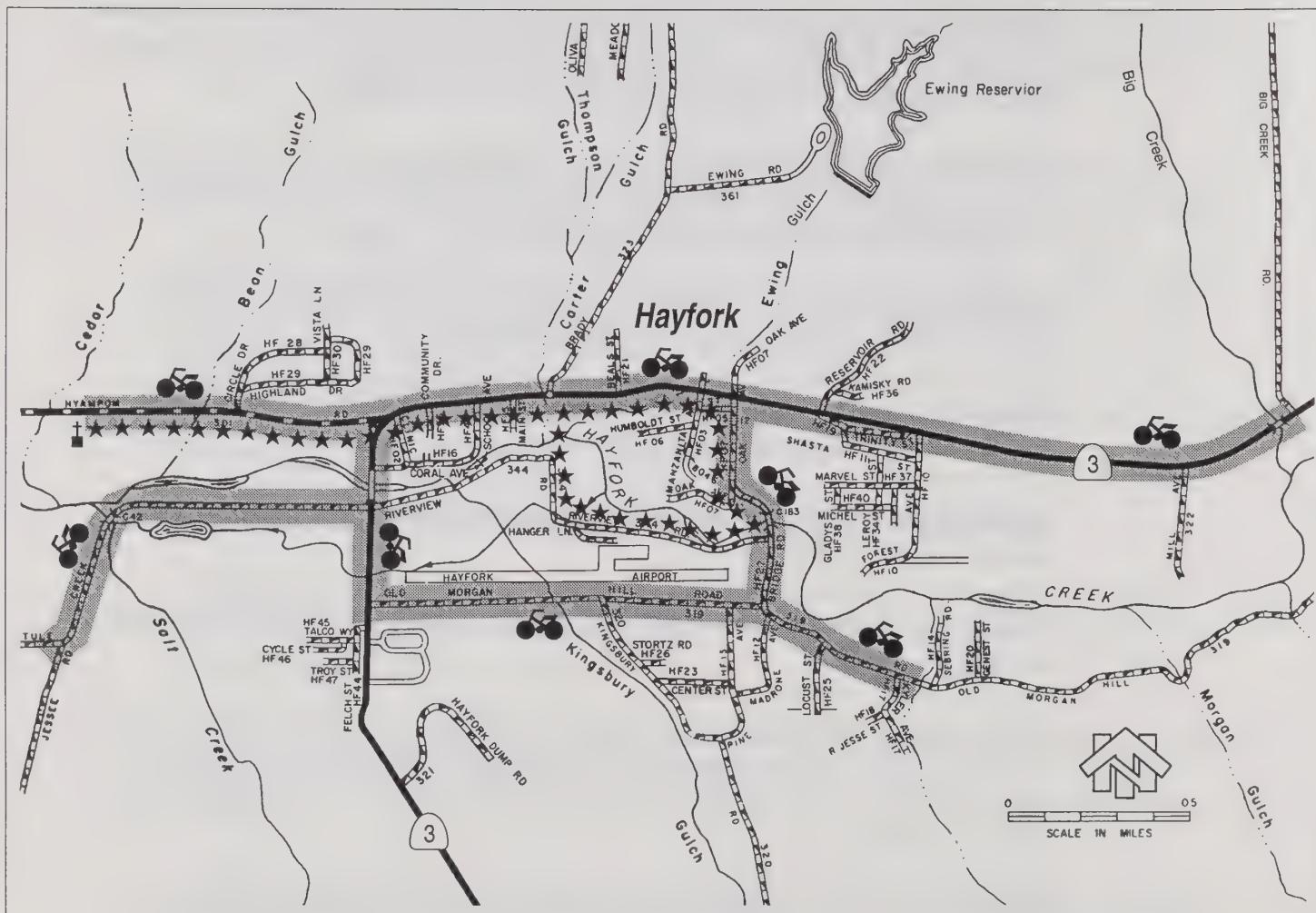
Policy 6.1.1.F.- Locate new trail access points on public land when possible.

Policy 6.1.1.G.- Obtain or verify legal access across private lands for existing trails. If legal access does not exist, or cannot be obtained by mutual agreement, then provide for alternative access on public lands where possible.

Policy 6.1.1.H.- Historic trails should be designated by using historic names.

Objective 6.1.2.- Increase bike facility parking security at selected locations.

Policy 6.1.2.A.- Acquire bike storage and security facilities at appropriate locations.



General Bikeways Plan Hayfork

Bikeway

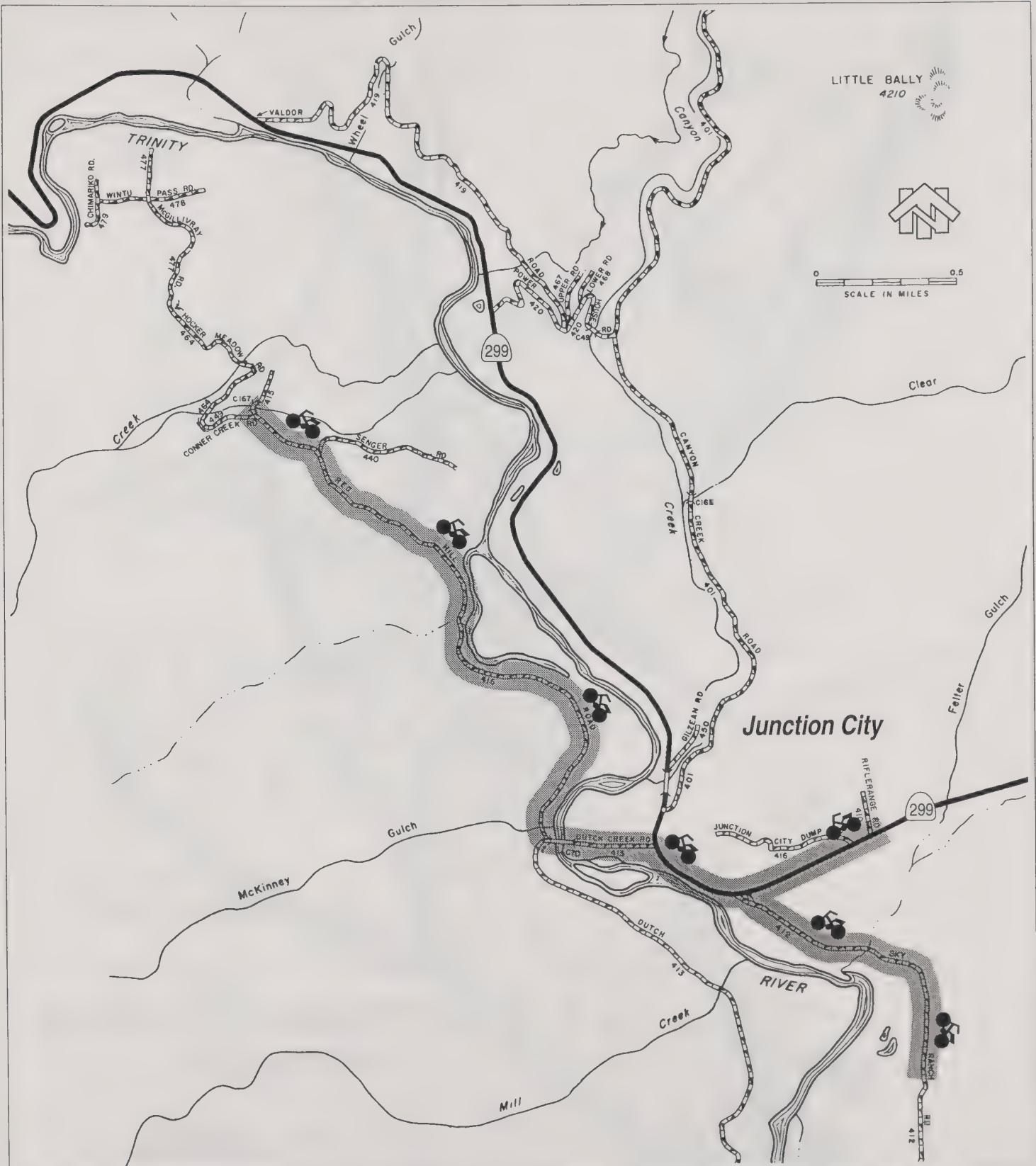


Proposed Pedestrian Ways

Trinity County REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.1



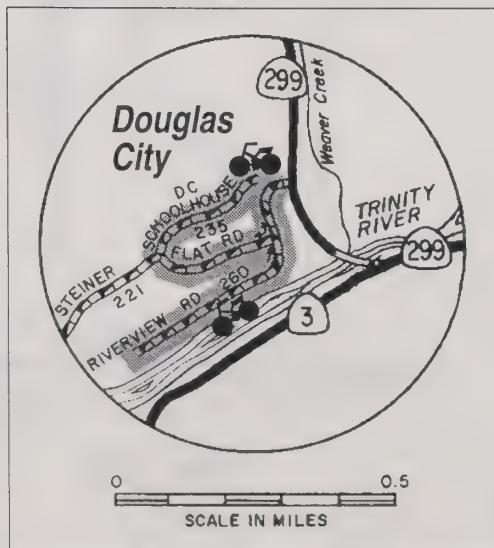
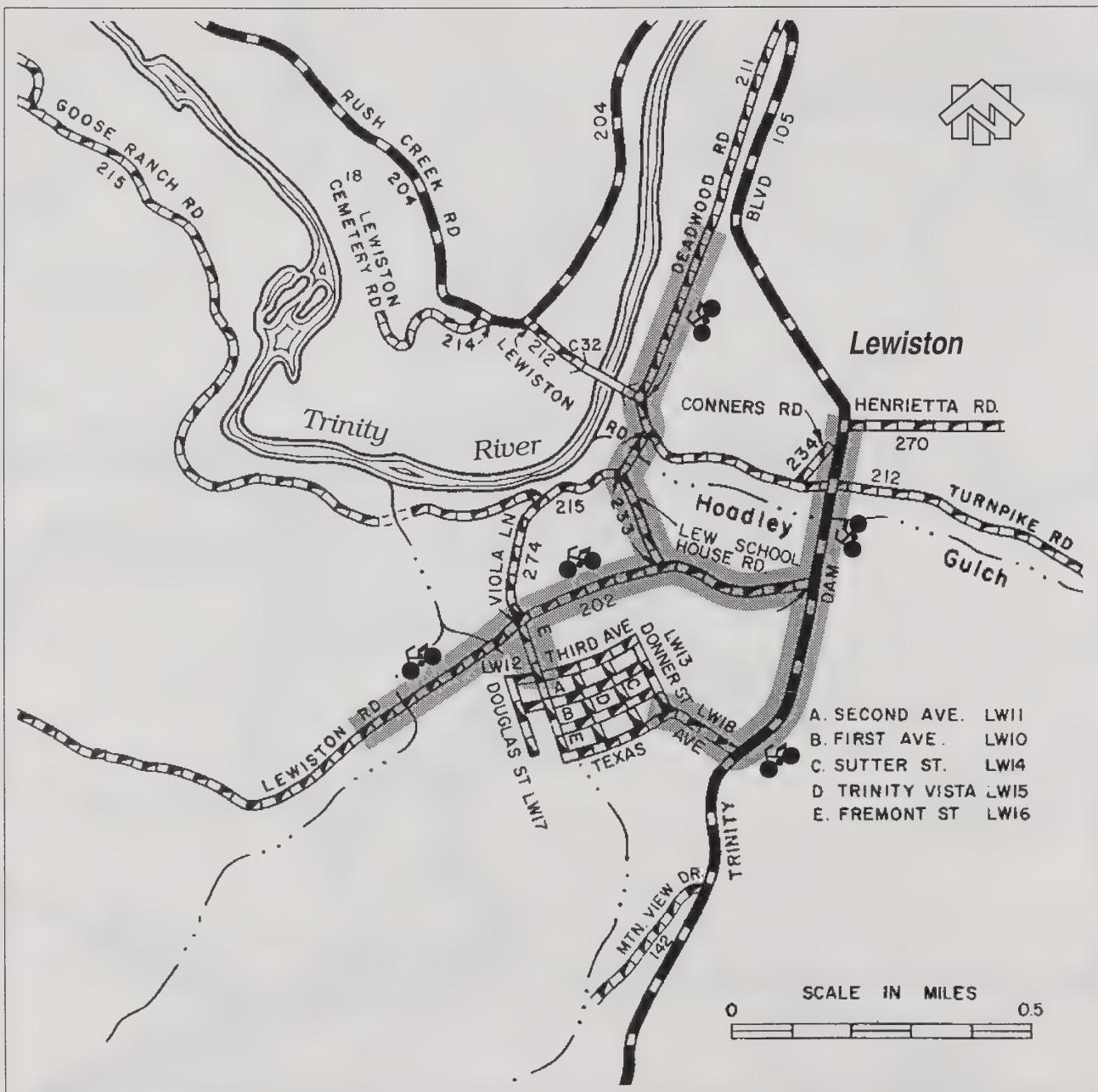
General Bikeways Plan Junction City



Trinity County REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.2



General Bikeways Plan Lewiston & Douglas City



Trinity County REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.3



General Bikeways Plan Weaverville

Trinity County REGIONAL TRANSPORTATION PLAN

Prepared By The Trinity County Planning Department

Map 6.4



4. FIVE YEAR ACTION ELEMENT

TABLE 6.1
CAPITAL IMPROVEMENT PROGRAM
\$1,000's

<u>Non-Motorized Transportation</u>	94/95	95/96	96/97	97/98	98/99	TOTAL
Street Lighting	12.5	12.5	12.5	12.5	12.5	62.5
Fog Line Stripping	10	10	10	10	10	50
Hayfork:						
Hyampon Road- Ped Path	10	0	0	0	0	10
Morgan Hill Rd Ped Path	0	9	141	0	0	150
Junction City:						
Red Hill Ped Path	30	157	0	0	0	187
Lewiston						
Existing Ped Path (P&E)	0	1	0	0	0	1
Weaverville:						
Mull/Willow/Oak (P&E)	7.5	0	142	0	0	149.5
Industrial Park Ped Path	0	0	33	0	0	33
E. Weaver Bridge Ped. Path	20	0	0	0	0	20
TOTAL	90	189.5	338.5	22.5	22.5	663

5. FINANCIAL ELEMENT

Proposition 116 funds (Clean Air and Transportation Improvement Act of 1991) will be available in FY 94/95 for non-motorized and transit projects. These are non-competitive funds to be used for pedestrian/bike paths, multi-modal facilities and capital improvements to existing transit systems.

TABLE 6.2
TRINITY COUNTY NON-MOTORIZED TRANSPORTATION
FIVE YEAR ESTIMATE OF
ANTICIPATED REVENUES (\$1,000'S)

<u>REVENUES</u>	94/95	95/96	96/97	97/98	98/99	TOTAL
Local Transportation Fund	60	38	121	23	22	264
Proposition 116	15	166	218	0	0	399
TOTAL	75	204	339	23	22	663

Non-motorized projects funded with LTF funds utilize existing reserve funds rather than annual LTF revenues

CHAPTER 7. AVIATION

1. BACKGROUND

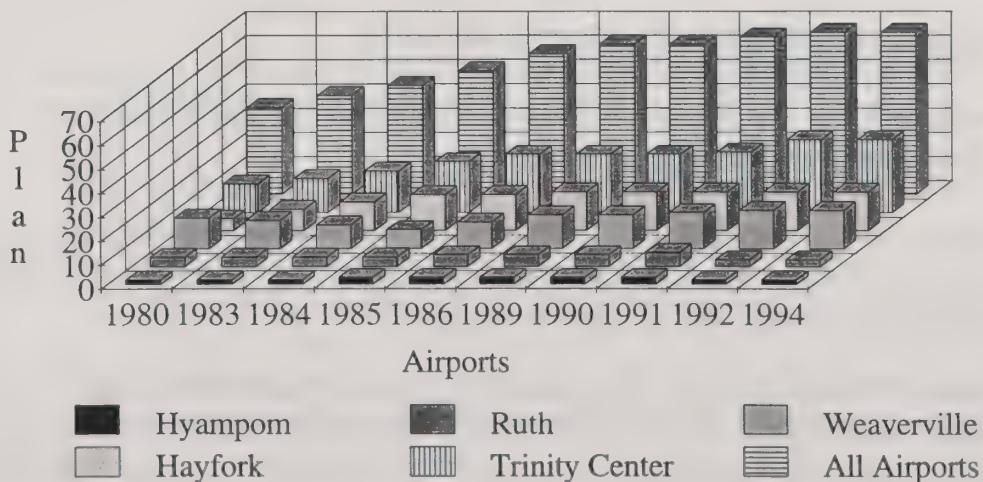
A. Existing Facilities and Services

The isolated, rural nature of Trinity County has contributed to a strong commitment by local aircraft owners, operators and the County for the development of safe airport facilities. Airports provide significant contributions to the County's economy by attracting tourists, businesses, seasonal residents and commuters who live in Trinity County and work elsewhere. There are five publicly owned airports in Trinity County which have generally seen an increase in both resident based aircraft and transient aircraft. They are Hayfork, Hyampom, Ruth, Trinity Center and Weaverville-Lonnie Pool (refer to **Map 1.1**). Airport categories are:

Category Symbol /Type	Corrected* Min. Runway Length	Accommodates
General Aviation Air Design Group II (Hayfork)	2,700 feet	Approximately 95% of propeller aircraft
General Aviation Air Design Group I (Ruth Trinity Center, Hyampom and Weaverville)	2,200 feet	Approximately 75% of propeller aircraft

* Length corrected for elevation, temperature, and gradient.

**Figure 7.1 Based Aircraft
In Trinity County (1980-1994)**



B. Status of Projects From Previous Plan

Hayfork Airport

Master Plan	on-going
Lighting Improve.	completed
Maintenance	on-going

Hyampom Airport

Reconfigure Lighting	pending
Maintenance	on-going

Lonnie Pool Airport

Master Plan	completed
Safety Obstruction Removal	deferred
Apron Reconstruction	deferred
Maintenance	on-going

Ruth Airport

Maintenance	on-going
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Trinity Center

Master Plan	on-going
Maintenance	on-going

2. AVIATION ASSUMPTIONS AND ISSUES

Assumption #1- Airport Growth- Local aviation facilities will probably experience continued growth in demand.

Issue #1- Airport Land Use Plans- The lack of adopted airport land use plans for Trinity County airports is affecting the County's competitive ranking for state/federal airport grants funding.

Issue #2- Airspace Encroachment/Land Use Conflicts- There are conflicts between land and airport uses in Weaverville, Hayfork and Trinity Center. Encroachment of trees into the controlled airspace represents a

potential hazard to operations at all three. The County has no authority to remove trees, or other obstructions, on non-County properties within the controlled airspace. However, failure to remove obstructions could result in the State placing the airports in restricted operation categories. Removal of obstructions on non-County property had been allowed only with the land owners consent, which occasionally, has been difficult and costly to obtain.

Issue #3- Weaverville Airport Relocation- Relocation of the Weaverville Airport has been identified as desirable, but will create financial, land use and circulation impacts which will have to be addressed. With the potential to relocate the airport there is reluctance to make expensive improvements to the existing airport.

Issue #4- Substandard Airport Facilities- The Ruth, Trinity Center and Weaverville airports do not meet federal Design Standards. General aviation aircraft Design Standard I represents the minimum design standards for which the State of California will issue a permit to operate. Unless improvements are made to meet the minimum standard, the airports could be classified as restricted facilities, resulting in the loss of state and federal funds for maintenance and improvement. Even if the airports are not restricted they would have low priority for funding because they do not meet the design standard.

Issue #5- County Revenues- County revenues from aircraft fees are inadequate to fund all necessary airport improvements.

Issue #6- Airport Fueling Facilities- Ruth Airport is the only one that has fueling facilities in Trinity County. Pilots often fly to Benton airfield or other airports for fuel. The limited availability of fueling facilities may limit use of area airports by non-resident pilots.

3. GOALS, OBJECTIVES AND POLICIES

Goal 7.1.0- To maintain or improve existing airports to better serve general and commercial aviation users.

Objective 7.1.1- Improve general aviation airports to meet federal standards and State airport licensing criteria.

Policy 7.1.1.A- Airport Master Plans will be completed for Trinity Center and Hayfork airports in 1995. The County Transportation Commission and Board of Supervisors will support efforts to implement the adopted master plans.

Policy 7.1.1.B- Trinity County and the TCTC will seek available federal and state grants and/or loans on an on-going basis to provide necessary financial support for airport safety, maintenance and expansion.

Policy 7.1.1.C- Complete a site study to investigate the feasibility of relocating Weaverville Airport in order to improve safety, increase utilization and reduce potential risks.

Policy 7.1.1.D- The Trinity County Zoning Ordinance should be amended to address encroachment of existing and future natural obstructions and future man-made obstructions within the airspace encroachment areas.

Objective 7.1.2- Facilitate the rapid transfer of emergency medical cases.

Policy 7.1.2.A- Install runway lighting and navigational aids as needed at appropriate airports.

Policy 7.1.2.B- Encourage the development of heliports for emergency medical transportation.

4. TEN YEAR ACTION ELEMENT

On a biennial basis, the County develops a maintenance and capital improvement program. Airport projects are submitted to Caltrans for review and are included in the adopted regional transportation plan.

**TABLE 7.1 AIRPORT CAPITOL IMPROVEMENT PROGRAM
(10 Year Projection)
(\$1,000's)**

Airport	Description of Work	95/96	97/98	99/00	01/02	03/04	TOTAL
Hayfork	Master Plan	15					15
	Remove Trees	25					25
	Clear Zones						0
	Crack Seal					15	15
	Maintenance	2	2	2	2	2	10
	Lighting Improvement	3	2				5
	Fence				30		30
Ruth	Acquire (Taxiway/Apro)			15			15
	Levee Maintenance		6				6
	Maintenance	2	2	2	2	2	10
	Segemnted Circle		15				15
Hyampom	Reconfigure Lighting	5					5
	Restroom		8				8
	Maintenance	2	2	2	2	2	10
							0
Weaverville	Site Selection	135					135
	Safety Area Obs. Rm	6					6
	Apron Reconstruction		15				15
	Maintenance	2	2	2	2	2	10
	Relocation			450	4150		4600
Trinity Center							0
	Master Plan	15					15
	Taxiway & Drainage	277					277
	Overlay Runway			220			220
	Screen Dike & Apron Fil	3					3
	Obstruction Removal	5					5
	Fuel System						0
	Auto Parking		2				2
	Maintenance	2	2	2	2	2	10
		499	58	695	4190	25	5467

5. FINANCIAL ELEMENT

TABLE 7.2

TRINITY COUNTY AVIATION
TEN YEAR ESTIMATE OF
ANTICIPATED REVENUES (\$1,000'S)

REVENUES	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	TOTAL
State Aviation Grants	383	411					2300	2300			5394
State Aeronautic Annual Fund	50	50	50	50	50	50	50	50	50	50	500
Tiedown Fees	5	5	5	5	5	5	5	5	5	5	50
TOTAL	438	466	55	55	55	55	2355	2355	55	55	5944

CHAPTER 8. SCENIC HIGHWAYS

1. BACKGROUND

Trinity County's natural beauty is often cited as a contributing factor in the high quality of life expressed by residents of the County, recreationists visiting the county, and small business seeking to relocate to the county. It is therefore important that the county develop in a manner which retains these characteristics. A significant percentage of residents and non-residents alike experience some, or most, of their scenic viewing from roads and highways.

A. Existing Facilities and Services

1. Scenic Highways and County Scenic Roadways

In 1974, the County adopted a Scenic Highways Element of the General Plan, but it recommended that no highways be considered for Scenic Highway status. In 1986, the Scenic Highways Element was incorporated into the RTP and County Scenic Roadways were proposed that were less restrictive than official Scenic Highway status. The Scenic Roadways designated a 50' wide Scenic-Conservation (SC) overlay zone along appropriate roads as part of the Community Plan adoption process.

The following roads have been designated as County Scenic Roadways:

- Trinity Dam Blvd. (Rd 105)
- Rush Creek Road (Rd 204)
- Canyon Creek Road (Rd 401)
- Dredger Camp Road (Rd 412)

2. National Scenic Byways

In 1990, the Forest Service adopted a National Scenic Byway system to showcase outstanding National Forest scenery; provide interpretation of National Forest management; meet growing demand for recreational driving opportunities; increase use of National Forests by non-traditional users (urban minorities, disadvantaged and elderly citizens); and enhance rural economic development.

The program applies to National Forest lands only, but in 1992, the state Legislature passed AB 126 renaming Highway 299 from the Trinity Highway to the Trinity Scenic Byway in support of the federal effort. Designated Scenic Byways include:

Trinity Scenic Byway (Highway 299- Redding to Arcata)

Trinity Heritage Scenic Byway including

- Highway 3 (Weaverville- north)
- Rainer Road (USFS Road 35N23Y)
- Rush Creek Road (County Road 204)
- Trinity Dam Blvd (County Road 106)
- Wildwood Road (County Road 302)
- Guy Covington Dr (County Road 160)

3. California Department of Forestry- Harvest Regulations

The California Board of Forestry adopted regulations in May 1994, requiring Timber Harvest Plans on private lands to consider visual resources when using even-aged silvicultural methods within 200' of a county or state maintained road (14 CCR 933.1(a)(6)).

B. Status of Projects From Previous Plan

No projects were proposed in the 1992 RTP and no roads were added to the County Scenic Roadways system in the interim.

C. Future Facilities and Services

Scenic conservation overlay zoning should be applied where scenic management within 50' of the roadway is necessary or desirable to preserve or enhance scenic values. This should be determined during the Community Plan or General Plan Land Use Element Updates. The careful placement of SC zoning could accomplish goals to maintain and enhance significant visual resources. Placement of SC zoning should also consider natural resource management needs, especially in areas where fuel breaks may be desirable.

2. SCENIC HIGHWAYS ASSUMPTIONS AND ISSUES

Assumption #1- Expansion of Scenic Highways- There is minimal interest in achieving State Scenic Highway status in Trinity County because of restrictions on private property use and the expense of completing highway corridor studies.

Issue #1 Scenic Roadway Designation- Scenic Conservation overlay zoning may not be achieving the goals of protecting valuable scenic resources, and may place unnecessary regulations on properties that lack significant scenic resources.

Issue #2 Scenic Roadway Standards- The existing scenic conservation overlay zone standards should be evaluated to determine if they meet the goals of the RTP.

Issue #3 Hayfork 'Core Area' Visual Enhancement- The Hayfork Community Plan Advisory Committee has indicated a desire to enhance visual quality along Highway 3 in the downtown area by tree planting.

Issue #4- - The County does not have a stated policy to encourage public-private cooperation to maintain or enhance scenic views. This can be accomplished by pursuing tree planting grants available to public agencies and/or using other public resources to enhance visual quality.

3. GOALS, OBJECTIVES AND POLICIES

Goal 8.1- Preserve high quality viewsheds along State Highways and County Roads by encouraging placement of State highways in the National Scenic Byways Program, by designating appropriate County Roads as Scenic County Roadways and by working with cooperative landowners.

Objective 8.1.1- Achieve scenic roadway designation for appropriate State and County highways/roads.

Policy 8.1.1.A- The County Scenic Roadways program will consist of specific right-of-way zoning per the County Scenic Conservation Overlay Zoning District. At the time that Community Plans or the General Plan Land Use Element are developed, identify appropriate roads, or road segments, to be designated considering other resource needs along the road, including the need for shaded fuel breaks.

In addition to adopted County Scenic Roadways, the following County Roads and State Highways, in all or part, are eligible for inclusion in County Scenic Roadways :

- Highway 3
- Highway 299
- Coffee Creek Road (Rd 104),
- East Side Road (Rd 106),
- Hyampom Road (Rd 301),
- Wildwood Road (Rd 302),
- Denny Road (Rd 402),
- Lower Mad River Road (Rd 501),
- Ruth-Zenia Road (Rd 502),
- Alder Point Bluff Road (Rd 516)
- Peak Road (Rd 519).
- Van Duzen Road (511)

Policy 8.1.1.B- Eliminate or prohibit the location of off-site signs, except for community identification or community service signs along County and State highways, except in communities with adopted Community Signage Plans.

Policy 8.1.1.C- Review plans by other public agencies to insure that the viewsheds of scenic roadways are adequately addressed.

Policy 8.1.1.E- Cooperate with interested landowners to obtain grants or use other resources to improve visual quality along roadways with a high scenic value.

Goal 8.2- Preserve the historic nature and rural atmosphere of the County.

Objective 8.2.1- Maintain the historical characteristics that make communities unique and allow residents and visitors experience a sense of the past.

Policy 8.2.1.A- Take measures necessary to restrict the use of traffic lights until warranted, especially in or near the designated historic areas or areas of local significance.

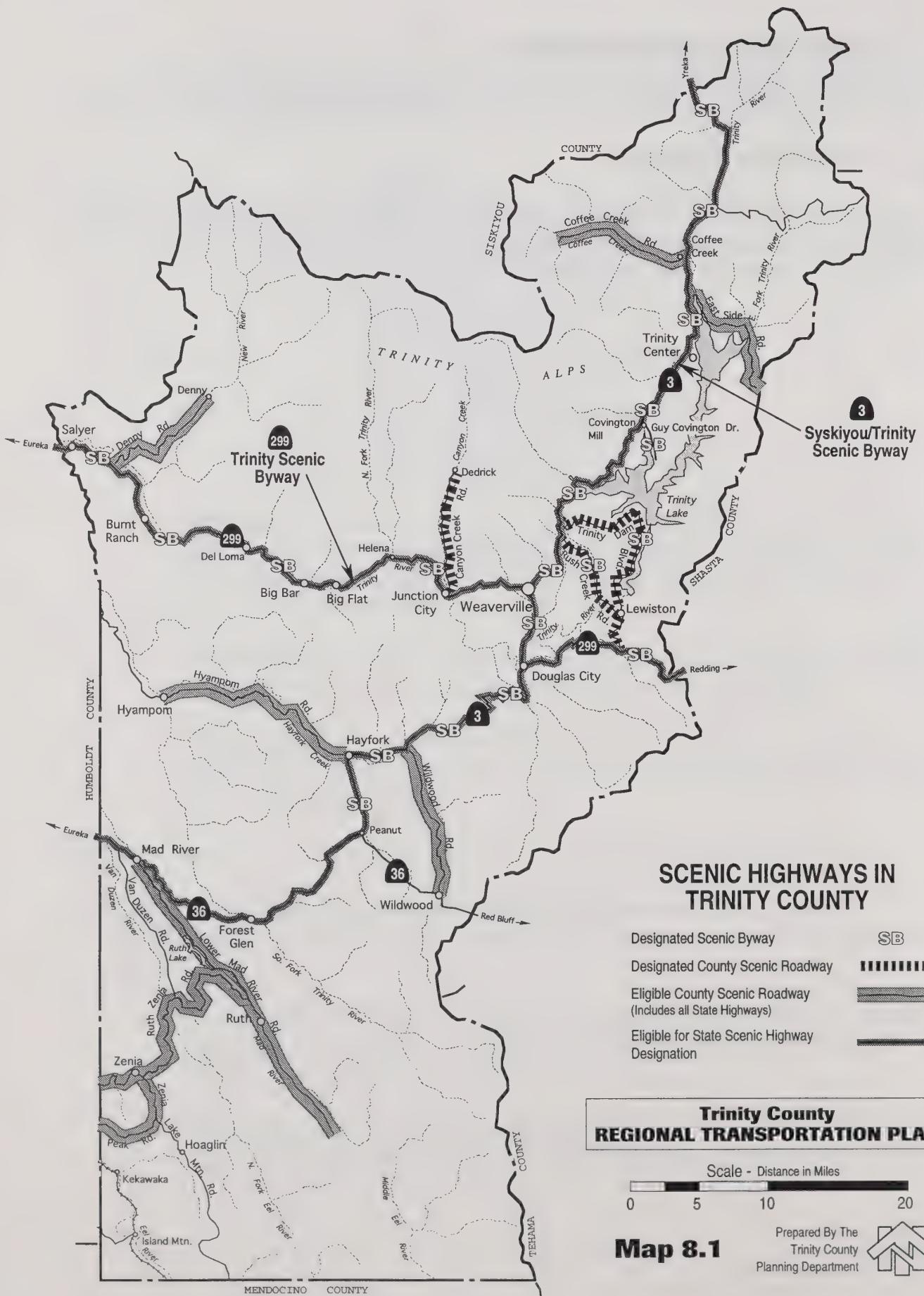
Policy 8.2.1.B- Street lighting in historic districts shall complement rather than detract from colors and architecture of the district.

4. FIVE YEAR ACTION ELEMENT

There are no anticipated Scenic Highway projects proposed for the next five years.

5. FINANCIAL ELEMENT

There are no specific funding proposals for scenic highway evaluations or corridor studies. The County and TCTC will consider applying for grants, in cooperation with landowners, that can be used to meet the goals of the RTP.



CHAPTER 9. GOODS MOVEMENT AND INFRASTRUCTURE

1. BACKGROUND

A. Existing Facilities and Services

Communication- Telephone services are generally available in larger communities in the county, however, rural and isolated areas often lack service. Contel of California, Inc. provides service to Forest Glen, Hyampom, Hayfork, Douglas City, Weaverville, Burnt Ranch and Salyer. Pacific Bell services Lewiston. Happy Valley Phone Company covers Trinity Center and Coffee Creek areas. US Cellular Inc. provides cellular phone service for the Weaverville and Highway 299 corridor. While the cost of extending phone lines to isolated areas often precludes service in these areas cellular phone service has resulted in greater opportunity for phone service. US Cellular Inc. has proposed to expand their service along Highway 299 in the Burnt Ranch/Salyer area. A proposed fiber optic communication cable running from Bandon Oregon to Cloverdale California could be located in the easternmost third of the County.

In 1994, the Trinity Network (TNET) was created to provide on-line computer services in remote areas. The TNET is a Trinity County based computer access network for local information with overnight connections to the Internet. TNET provides free services for a local phone call in five dialing areas in Trinity County and two dialing areas in Humboldt County.

Infrastructure- Infra-structure conditions (parking, signage, drainage maintenance, snow removal and pavement conditions, etc....) are routinely monitored and evaluated for both state highways and county roads. Needs are prioritized based on available funding levels, traffic levels, special traffic needs or generators (i.e. school routes, hospitals, emergency services, etc..) and other factors. Currently, the county, because of limited funds, concentrates on maintaining existing levels and postpones improvements until funds are available.

Rail and Goods Movement- There is no east-west rail service available in California north of San Francisco, however, North Coast Railroad operates a shortline rail service from Eureka/Arcata to south of Willits. This rail line crosses the southwestern portion of Trinity County, but there are no scheduled stops within the county. The rail line has been unreliable due to unstable geological conditions in the Eel River valley. Highway 299 serves as the primary east-west highway for goods movement in the County. Goods

movement is confined to small- and large-scale trucking. Timber and lumber products are the major goods moved.

Ports, Harbors and Waterways- Trinity County's waterways, principally the Trinity and Mad Rivers, Trinity and Lewiston Lakes and Ruth and Ewing Reservoirs are used for recreation. During the next twenty years, use can be expected to increase. Expansion of existing launch facilities and access points is expected. Adequate access to public waterways will be achieved through cooperation with public agencies.

Pipelines and Utility Lines- A ten inch diameter natural gas pipeline is the only regional gas line within the County. This line passes through the southern portion of the County in very remote areas. Regional power lines connect county communities while distribution lines run between the coast and the Sacramento Valley. Local and arterial utility, communication and water lines occur as needed in all areas of the county.

Map 9.1 illustrates infra-structure features in the county.

B. Status of Projects From Previous Plan

There were no specific rail, goods movement or utility related transportation proposals in the 1992 RTP.

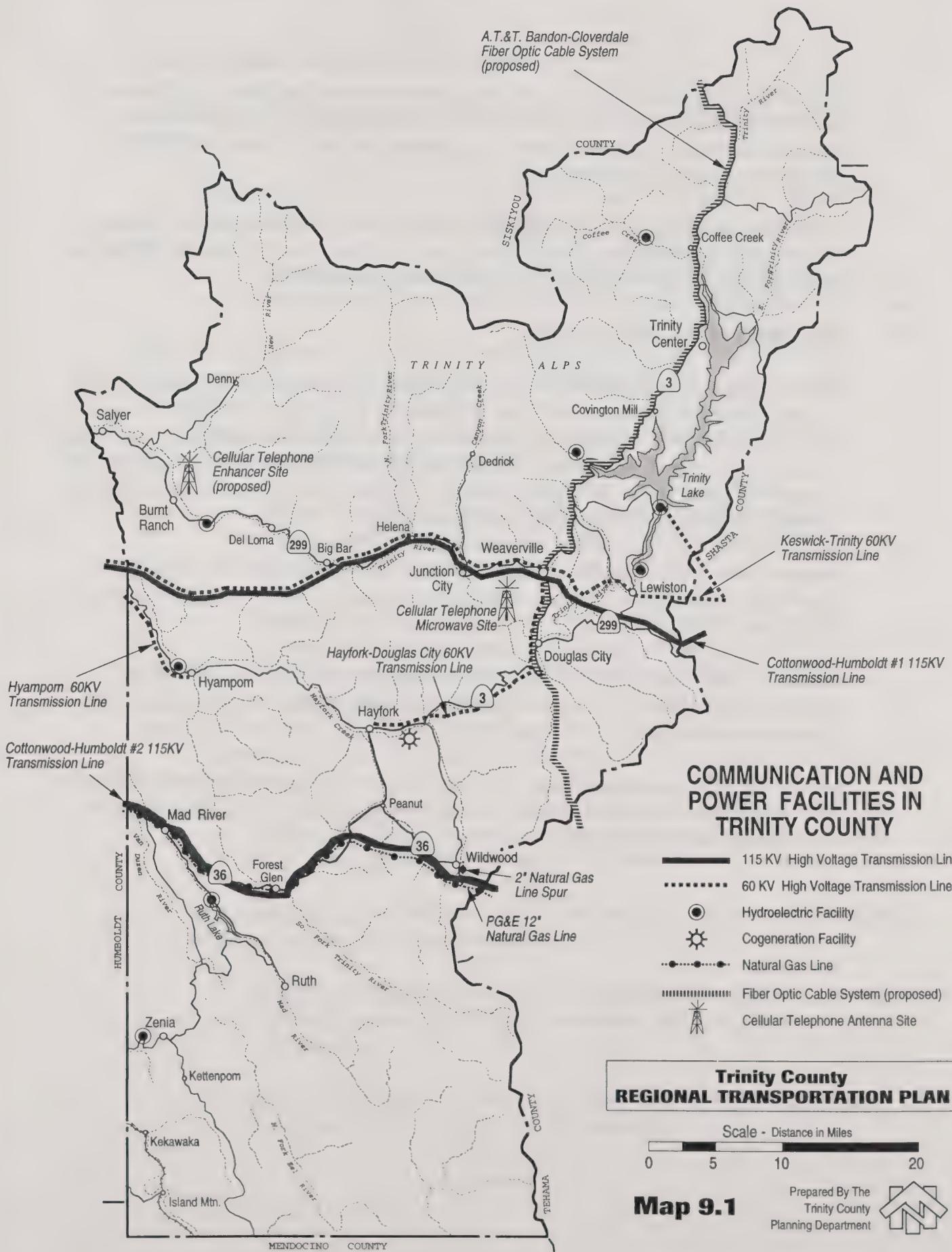
C. Future Facilities and Services

Expansion of cellular phone service will improve communication service throughout the county. Development of high capacity fiber optic communications will increase the quantity and quality of information transferred over phone lines.

Declining revenues will result in a greater portion of annual County budgets devoted to maintenance of existing infra-structure with reduced funding opportunities for capital improvements.

Although the North Coast Railroad service does not significantly affect Trinity County's goods movement, gradual changes in its economy could result in future need for rail goods movement from southern Trinity County.

No significant changes in patterns of commercial traffic are expected over the next twenty years. However, Caltrans has identified a long range conceptual plan to widen Highway 299 in Weaverville or construct a bypass route. TCTC and the Board of Supervisors have continually expressed concern with the proposals and have requested an active role in this planning process.



The need for additional inter-region pipelines or utility lines is addressed in the Energy Element of the General Plan. This Element contains nine policies relating to the placement and impacts of utility lines as part of energy development projects.

Expansion of existing intra-regional utility lines is expected to accompany increases in population. Provisions for underground or overhead utilities are required by the County at the time of land division.

2. ASSUMPTIONS AND ISSUES

Assumption #1- Waterways- Trinity County's waterways, principally the Trinity and Mad Rivers, Trinity and Lewiston Lakes and Ruth Reservoir are used for recreation. Approximately 80-90 percent of the shoreline is managed by public agencies. Expansion of existing launch facilities and access points is expected over time. Adequate access to public waterways will be achieved through cooperation with other public agencies.

Assumption #2- Pipelines and Utility Lines- The need for additional inter-region pipelines or utility lines is addressed in the Energy Element of the General Plan.

Issue #1- Rail Service- The county recognizes the importance of rail service to Humboldt, Del Norte and Mendocino county economies and that these economies have an indirect effect on Trinity County's economy.

Issue #2- Communication- Isolated portions of the county could benefit from expansion of cellular phone service to areas that would otherwise not have economic phone service

3. GOALS, OBJECTIVES AND POLICIES

Goal 9.1.0- Maintain goods movement facilities - streets, roads, and airports.

Objective 9.1.1- Provide for safe, efficient distribution of goods and services within reasonable time frames.

Policy 9.1.1.A- Support federal, state and local policies that enhance facilities involved in the transportation of commodities.

Goal 9.2.0- Coordinate the development and use of infrastructure and community services with transportation services.

Objective 9.2.1- Provide the necessary services associated with a school transportation system.

Policy 9.2.1.A- Identify future school bus routes and requirements (such as turnarounds and bus stops) at the time of land division.

Policy 9.2.1.B- Encourage the development of fiber optic communication services to the extent practical and feasible, including the development of a state-wide conference communication system.

Objective 9.2.2- Provide for rapid response of emergency service vehicles.

Policy 9.2.2.A- Locate emergency response services in areas with adequate roads and support systems.

Objective 9.2.3- Minimize traffic and parking problems associated with government services or buildings.

Policy 9.2.3.A- Apply public transportation policies (i.e. ride sharing) to specific problem areas such as the County Courthouse.

Policy 9.2.3.B- Provide additional street, road and parking improvements in downtown Weaverville.

Policy 9.2.3.C- Caltrans will provide replacement parking and bicycle routes for that which is lost if expansion of State Highway 299 in the Weaverville area occurs.

4. FIVE YEAR ACTION ELEMENT

There are no specific infra-structure, rail, goods movement or utility related transportation proposals in the 1994 RTP that are not incorporated into other elements of the RTP.

5. FINANCIAL ELEMENT

Not applicable.

CHAPTER 10. ENVIRONMENT

1. BACKGROUND

A. Existing Facilities and Services

Existing transportation services and facilities occur in all environmental settings within the county, from high elevation mountain passes such as Scott Mountain to low elevation flats along the Trinity River.

Transportation projects and management activities affect environmental quality both positively and negatively. Examples of transportation management affects on the environment include the use of transportation system management, non-pedestrian facilities and public transit service to reduce auto emissions by reducing the number of vehicles driven.

Roads can affect the quality of the environment. For example, the removal of trees necessary for public safety can potentially enhance scenic vistas previously blocked by vegetation or the removal can eliminate nesting, roosting and perch sites for cavity nesting birds, reduce visual quality along the road, or have other impacts.

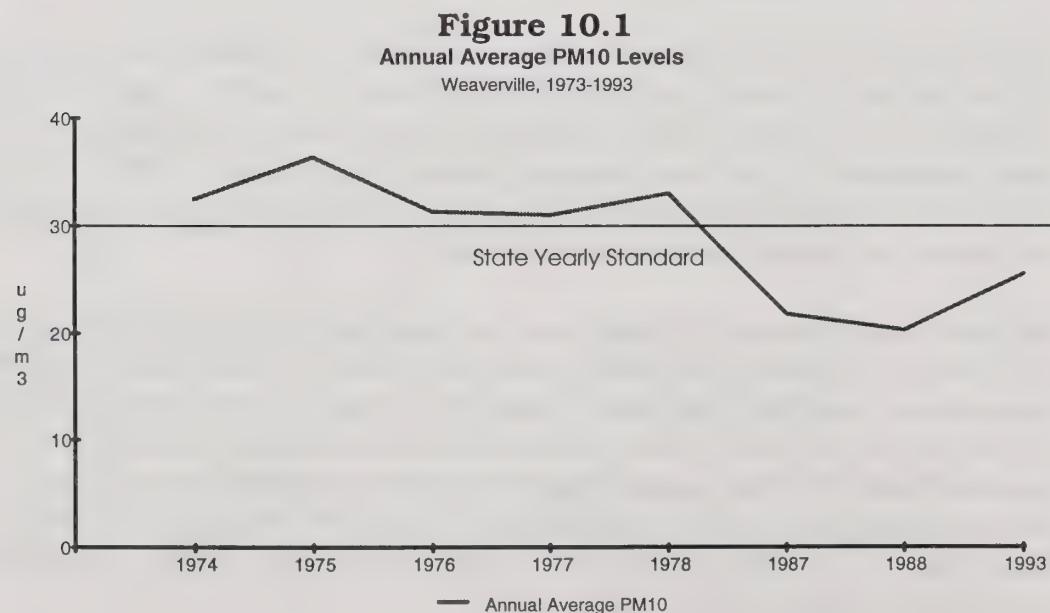
Roads can also lead to a decline in water quality. Erosion from road cut and fill slopes and unpaved road surfaces can reach streams. Bank failures, landslides and failed drainage structures and culverts, although infrequent, often represent a significant erosion source into streams. Other erosion sources can include grease, oil, fuel and other petroleum products that can leak onto roads and reach streams as well.

Regular maintenance of roads, such as cleaning drainage structures and surfacing and grading of rock roads all reduce the potential for surface erosion and resulting sediment transport. Tree or grass planting of cut and fill slopes can be used to minimize sediment transport. Sediment basins can be constructed to trap fine sediment in actively eroding areas. Road expansion projects can incorporate erosion control measures as part of construction. Parking lots, if determined necessary, could be designed to provide oil containment.

All highways in Trinity County serve as important industrial truck haul routes, especially Highway 299. The proximity of Highway 299 to the Trinity River presents a constant risk of chemical contamination in the event of vehicle accidents. The extent of hazardous materials hauled on the road system is unknown at this time.

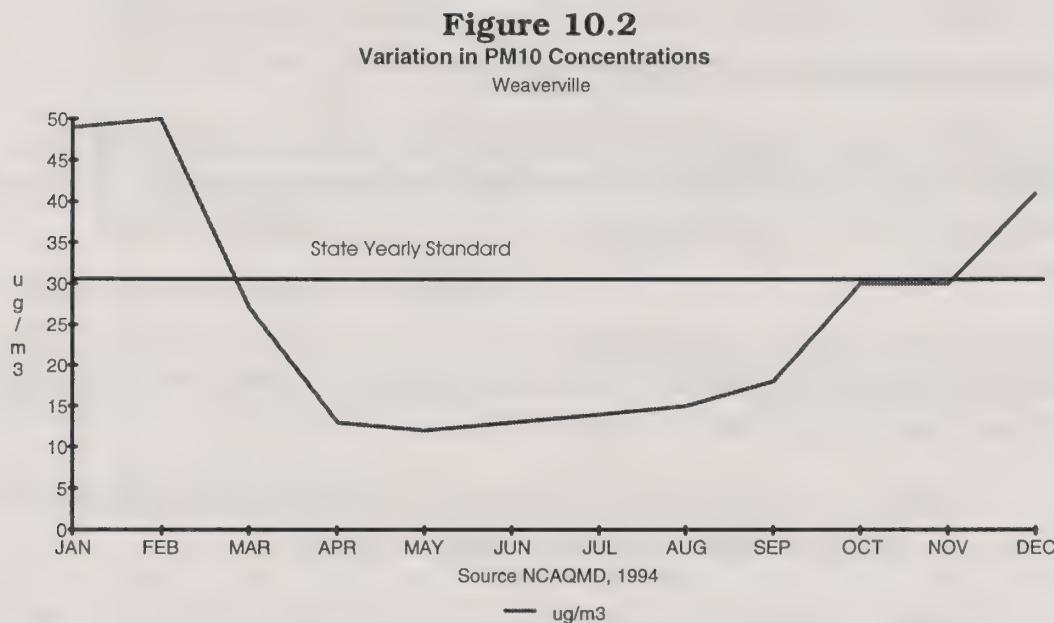
Under State law, local and regional air pollution control districts have the primary responsibility for controlling air pollution from all sources other than vehicular sources. Control of vehicular sources is the responsibility of the Air Resources Board (ARB). The ARB divides the State into air basins and adopts standards of quality for each air basin. Trinity County is in the North Coast Region and air quality is monitored by the North Coast Air Quality Management Board (NCAQMB).

Air quality in the region does not exceed National Ambient Air Quality Standards, however, Weaverville exceeds the stricter state standards for particulate matter under 10 microns (PM10) in size. Principal sources of PM10 particulate in Trinity County are wood smoke, dust, auto emissions and open vegetation burning. Air quality monitoring conducted by the NCAQMB from 1974 to 1993 (**Figure 10.1**) indicates that PM10 levels have improved over the past twenty years, but levels still exceed both annual average and 24 hour standards during the winter period (**Figure 10.2**). This typically occurs when air inversions in the valley traps woodstove smoke and other sources of particulate. Based on the annual average PM10 level of 25.6 ug/m³ vehicle emissions account for 21.1% of all PM10 sources.



Traffic projections for Weaverville indicate that at full build out of residential and commercial properties, traffic growth on arterial roads could increase by as much as 200+ percent with an approximately 90 percent increase on collector roads. This increased traffic could potentially contribute to additional PM10 levels from vehicles. Even with increased emissions from vehicles, National Air Quality Standards are not expected to be exceeded in the foreseeable future. Improvements in wood burning stoves have already been required by the federal government and will, over time, reduce PM10

levels from this source. In addition, the increased use of alternative fuels for heating (i.e. wood pellets, diesel or LPG) and improved monitoring and timing of open burning practices may contribute to reduced PM10 levels from these sources as well.



B. Status of Projects From Previous Plan

There were no specific projects proposed in the 1992 RTP.

C. Future Facilities and Services

Existing management practices will continue in the foreseeable future and where necessary can be modified to improve overall environmental quality. These practices will continue to reduce adverse impacts.

Expansion of County roads and/or realignment of Highway 299 would result in changes in environmental quality in localized areas. This plan does not propose to address specific road treatments. A complete environmental review will be required before individual projects can be constructed.

2. ASSUMPTIONS AND ISSUES

Assumption #1- Environmental Quality- The county and state will continue to improve transportation management programs including road maintenance to reduce impacts to the environment.

Assumption #2- Air Quality- Air quality in the region is good and is not expected to exceed the National Ambient Air Quality standards. Weaverville

may exceed 24 hour particulate standards (50 ug/ml) in winter when air inversions and wood stove burning combine to trap smoke. Increases in vehicular travel will not substantially affect particulate levels in the foreseeable future.

3. GOALS, OBJECTIVES AND POLICIES

Goal 10.1.0- To coordinate this plan with adopted environmental goals and policies addressed in the County General Plan and other documents. These goals and policies include, but are not limited to, air, water, timber and land management plans.

Objective 10.1.1- Support those social, economic, recreational, safety, and service needs of the people in the county which will preserve the quality of life outlined in the County General Plan.

Policy 10.1.1.A- Support transportation policies and projects which minimize degradation to environmental quality.

Policy 10.1.1.B- Support industrial development and its related infrastructure which is designed to minimize its effects on the environment.

Policy 10.1.1.C- Assign funding priority to projects which would reduce or eliminate existing environmental impacts.

Policy 10.1.1.D- The transporting of nuclear waste materials through Trinity County. should be discouraged.

Policy 10.1.1.E- Provide Caltrans with the opportunity to review all projects with the potential to impact State highways and to assess the environmental impacts of anticipated development.

Policy 10.1.1.F- Minimize vegetation removal along State Highways and County Roads to that necessary for safety purposes excepting escaped exotic weeds (such as Scotch and French Broom and Pampas Grass), the removal of which should be aggressively pursued.

Policy 10.1.1.G Prohibit the use of herbicides along State Highways and County roads.

Policy 10.1.1.H- The appropriate State and County agencies shall revegetate highly eroded areas, to the extent feasible, along highways and roads.

Policy 10.1.1.I- The appropriate State and County agencies shall take active measures to stabilize unstable areas to the extent feasible along highways and roads.

Policy 10.1.1.J- Limit curb and gutter use in areas with clearly demonstrated safety or drainage problems within or near established communities.

4. FIVE YEAR ACTION ELEMENT

There are no specific proposals in the 1994 RTP that are not incorporated into other elements of the RTP.

5. FINANCIAL ELEMENT

Not applicable.

APPENDIX A

Level of Service Definitions

LOS	Controlled Intersection	Uncontrolled Intersection
A	Uncongested operations, all queues clear in a single signal cycle. $V/C \leq .6$	Little or no delay
B	Uncongested operations, all queues clear in a single cycle. $V/C = .61 - .70$	Short Traffic Delays
C	Light congestion, occasional backups on critical approaches. $V/C = .71 - .80$	Average Traffic Delays
D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. $V/C = .81 - .90$	Long Traffic Delays
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections upstream of critical approaches. $V/C = .91 - 1.00$	Very long traffic delays failure, extreme congestion.
F	Total breakdown, stop-and-go operation. $V/C > 1.00$	Intersection blocked by external causes.

APPENDIX B

TRINITY COUNTY ROAD CLASSIFICATIONS-2010 (PROPOSED)

Arterials

Trinity Dam Blvd (105) from SH299 to Rush Creek Road (204)
Rush Creek Road (204)
Hyampom Road (301)
Wildwood Road (302)
Van Duzen Road (511)
Ruth-Zenia Road (502)

Collectors

Lower Mad River Road (501) from SH36 to Road 502
Washington Street (WVA02)
Coffee Creek Road (104) from SH03 9.35 mi west
Trinity Dam Blvd (105) from Rush Creek Road to SH03
Steiner Flat Road (221) to P.M. 3.2
East Side Road (106)
Lewiston Road (202)
Oregon Street (225)
Dutch Creek Road (413) SH299 to Evans Creek Road (414)
Lower So. Fork Road (301) from Road 301 to Humboldt CL
Red Hill Road (415)
Conner Creek Road (449)
Hocker Meadow Road (464)
McGillivery Ranch Road (477)
Browns Creek Road (335) from SH03 to Blanchards
Flat Road (337)
Reading Creek Road (338) from SH03 to Blanchards
Flat Road (337)
Denny Road (402) SH299 to Flame Tree Road (461)
Zenia Lake Mountain Road (503)
Peak Road (519)
Mary Avenue (TC02)
Airport Road (TC06) to Mary Avenue (TC02)
Mountain View Road (142)
Goose Ranch Road (215)
Browns Mountain Road (222) from Lewiston Road (202) to
Steelhead Circle (177)
Henrietta Street (270)
Fremont Street (LW16)

Texas Avenue (LW18)
Old Morgan Hill Road (319) from SH03 to Genest (HF20)
 Bridge Road (HF27)
Oak Avenue (HF07) from SH03 to Old Morgan Hill Road (319)
 Tule Creek Road (317)
 Alder Point Bluff Road (516)
 Salyer Loop Roads (444)
 Brady Road (323)
 Lake Forest Drive (181)
 Guy Covington Drive (160)
 Mill Street (WVA03)
 Upper Mad River Road (504)
 Corral Bottom Road (470)
 Canyon Creek Road (401) to Grass Hopper Flat (H18)
Industrial Park Way ((CR267) from SH299 to 0.284 mi west of
 SH299
Post Mountain Road (CR354) from SH36 to Rattlesnake Road
 (CR353)
South Miner Street (CRWVB23) from Oregon Street (225) to
 Forest Avenue (CRWVB25)
Forest Avenue (CRWVB25) from SH299 to South Miner Street
 (CRWVB23)
Rattlesnake Road (CR353) from SH03 to Post Mountain Road
 (CR354)

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